



U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

Subject:

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Change:

ESTIMATED AIRPLANE NOISE LEVELS IN A-WEIGHTED DECIBELS

- 1. Purpose.** This circular provides listings of estimated airplane noise levels in units of A-weighted sound level in decibels (dBA), ranked in descending order for the conditions and assumptions described below. This information is provided both for aircraft that have been noise type certificated under 14 CFR part 36, and for aircraft for which no such requirement currently exists.
- 2. Cancellation.** Advisory Circular 36-3F, Estimated Airplane Noise Levels in A-Weighted Decibels, dated August 10, 1990, is canceled.
- 3. Background.** 14 CFR part 36 requires the reporting of turbojet and large transport category aircraft certificated noise levels in units of Effective Perceived Noise Level in decibels (EPNdB). Many airport and other community noise analyses utilize a noise rating scale that is based upon A-weighted decibels. For this reason, A-weighted noise levels for aircraft under 14 CFR part 36 conditions have been estimated to provide a reference source for aircraft noise levels that is consistent with the many noise rating scales having A-weighted noise level as the basic measure.

4. Noise Levels.

(a) A-weighted noise levels were estimated for each airplane as they might occur during type certification tests conducted under Appendices A, B, and C of 14 CFR part 36. However, it should be specifically noted that the reported levels are estimates and do not represent actual certificated values. This is because certification data are reported to the Federal Aviation Administration (FAA) in EPNdB for large transport category airplanes and turbojet powered aircraft. Where possible, the levels in dBA were estimated from certification data. Further, since 14 CFR part 91, Section 126(c) requires turbojet powered aircraft to use minimum certificated landing flap settings, noise levels for approaches at less than maximum flaps are listed for many turbojet aircraft.

(b) Propeller-driven small airplanes and commuter category airplanes are certificated in A-weighted noise level, however the certification flight procedure differs from that used for 14 CFR part 36, Appendix C noise certification. In addition, 14 CFR part 36 does not require approach noise tests for noise certification of propeller-driven small airplanes and commuter category airplanes. Therefore, the propeller-driven small airplane and commuter category airplane noise levels contained in this circular were also estimated.

(c) The listings of the various certificated and uncertificated airplanes include tabulations of their noise levels at maximum takeoff and landing gross weights. Noise level estimates are provided at 14 CFR part 36, Appendix C positions (6,500 meters from start of takeoff roll, and 2,000 meters from the runway threshold for approach).

(d) Since the noise levels are estimated as they might occur during type certification tests conducted under Appendix C of 14 CFR part 36, these values are intended to provide a consistent basis for comparison of noise levels of major aircraft models rather than establishing absolute levels of individual aircraft. The noise levels of individual aircraft may also differ due to variations in weight and operating procedures from those used during certification. For instance, takeoff noise levels are reduced substantially as aircraft takeoff weight is reduced. Takeoff weights during normal in-service operations are often less than the maximum certificated weight. In general, for equal application of noise control technology, the lower the maximum weight of an airplane the lower the noise level. Conversely, those aircraft normally associated with high weight, long range operation and, therefore, greater productivity, have higher noise levels and will appear predominantly at the top of the list. This aspect of increasing noise levels with increasing weight is embodied in the noise type certification requirements of 14 CFR part 36. The takeoff noise level is also dependent on which operating procedures are applied. The takeoff noise level estimates in the table(s) in this Advisory circular represent full thrust conditions for some aircraft and a reduced thrust condition, as permitted by 14 CFR part 36, for other aircraft. Neither of these conditions may be representative of the in-service operation of a particular aircraft at a particular airport. Similarly, approach noise levels are given for maximum landing weight. However, as Federal Aviation Regulations require turbojet powered aircraft to use the minimum certificated landing flap setting for normal approaches rather than the maximum certificated flap setting (the configuration that is most critical from a noise standpoint), estimates of approach noise levels with reduced flap settings have been included for many of these aircraft. An asterisk (*) next to the flap setting indicates less than maximum flaps. Variations in the absolute value of the noise estimates presented in this circular, for individual flights at actual airports, will occur when operating conditions do not conform with those corresponding to noise certification. However, the FAA believes that the ranking of aircraft noise levels that occur under uniform certification conditions provides the best information currently available on the relative noisiness of airplanes over a wide variety of conditions.

(e) In addition to the Appendix 1 listing of noise levels in order of descending magnitude, this Advisory Circular also provides the same data listed by aircraft manufacturer. This list, contained in Appendix 2, is presented as a convenience in locating data on specific airplanes.

(f) While these listings provide data on a wide variety of airplane types and models within types, other specific model designations (often peculiar to just one carrier) may not be shown. Thus, for example a Boeing 727-232 is not listed, but the equivalent data for a Boeing 727-200 with the proper engine should be used. Similarly, data for a McDonnell-Douglas DC-10-30 should be used for other models of the DC-10-30 series of aircraft.

(g) The FAA's Integrated Noise Model (INM) computer program may be useful in providing more detailed noise predictions for aircraft as they are actually flown. Further, the INM can provide predictions of noise levels at other locations which may be of greater interest to a particular community.

5. Noise Level Estimation Procedure.

Noise level estimation procedures utilized in this revision are outlined below:

(a) The results of FAA noise measurement and assessment programs have been used to establish noise levels for certain aircraft. Reference note 10 identifies these aircraft.

(b) Noise levels for certain light propeller driven aircraft have been computed using primary reference data (either from Pilot Operating Handbooks or direct from the manufacturer) as input to the noise level estimation procedure outlined in Report FAA-EE-82-1. This procedure considers both propeller and engine noise components for reciprocating engine aircraft takeoff and approach operations. Noise levels estimated using this procedure are identified in this document by Reference note 11.

(c) In the case of certain general aviation jet aircraft, the appropriate maximum noise level one-third-octave frequency spectrum has been obtained from 14 CFR part 36 certification reports. The A-weighted sound level has been computed for each spectrum. Noise level estimates established using this procedure are identified by Reference note 12.

(d) The noise levels of certain other general aviation jet aircraft included in this report have been converted to A-weighted sound level from EPNL certification data using conversion factors derived for specific engine types. The details of the procedure are outlined in Report FAA-EE-82-1. Data appearing in this Advisory Circular derived using the above conversion technique are identified by Reference note 13.

(e) The noise levels of many of the large jet aircraft included in this Advisory Circular have been derived from 14 CFR part 36 certification EPNL values using the FAA INM. Data appearing in this document derived using the INM procedure are identified by Reference note 14.

(f) The noise levels of certain large jet aircraft have been derived from data provided to the FAA directly by aircraft manufacturers. Data appearing in this document derived from such sources are identified by Reference note 15.

The FAA welcomes substantive discussion on any estimate in this document. Readers are encouraged to present data and alternative assumptions which they feel provide or lead to more accurate estimates of noise levels. Any person wishing to provide input to subsequent revisions of this AC are encouraged to write the Manager, Research and Engineering Branch (AEE-110), Office of Environment and Energy, Federal Aviation Administration, 800 Independence Ave., SW, Washington, DC 20591.

6. Distribution.

Requests for additional copies of this Advisory Circular should be sent to:

**U.S. Department of Transportation
General Services Section
M-443.2
Washington, DC 20590**

Requests to be placed on the mailing list to receive future revisions of this Advisory Circular should be sent to:

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M483.1
Washington, DC 20590.**

7. Revisions. The airplane noise level listings in this Advisory Circular will be revised and updated periodically.



James D. Erickson
Director of Environment and Energy

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
CONCORDE	CONCORDE	O-593/M-602	400.00	112.9	-	4,8
BOEING	B-747-100	JT9D-7F	750.00	100.5	10	4,6
BOEING	B-747-100	JT9D-7FWET	750.00	100.5	10	4,6
BOEING	B-747-200	JT9D-3A	767.00	100.5	10	4,6
BOEING	B-747-100	JT9D-7WET	750.00	100.2	10	4,6
BOEING	B-747-200	JT9D-7FWET	805.00	99.9	10	4,6
BOEING	B-747-200	JT9D-3AWET	773.00	99.6	10	4,6
BOEING	B-747-200	JT9D-7	770.00	99.4	10	4,6
BOEING	B-747-200	JT9D-7WET	785.00	99.3	10	4,6
BOEING	B-747-100	JT9D-7	710.00	99.1	10	4,6
BOEING	B-747-200	JT9D-7F	775.00	99.1	10	4,6
BOEING	B-747-200/300	RB211-524C2	833.00	99.1	10	15
BOEING	B-747-200/300	RB211-524C2	833.00	99.1	10	15
MCDONNELL DOUG.	DC-10-30	CF6-50C1	590.00	96.4	6	15
BOEING	B-747-SP	JT9D-7FWET	695.00	96.2	10	4,6
BOEING	B-747-SP	JT9D-7A	690.00	96.1	10	4,6
BOEING	B-747-200	RB211-524B	800.00	96.0	10	4
BOEING	B-747-200/300	RB211-524C2	775.00	95.7	10	15
BOEING	B-747-200/300	RB211-524C2	775.00	95.7	10	15
MCDONNELL DOUG.	DC-10-30	CF6-50A	565.00	95.7	8	15
MCDONNELL DOUG.	DC-10-30	CF6-50CA	565.00	95.7	8	15
BOEING	B-747-SP	JT9D-7A	660.00	94.9	10	4,6
BOEING	B-747-SP	JT9D-7F	660.00	94.9	10	4,6
MCDONNELL DOUG.	DC-10-30	CF6-50C1	572.00	94.6	10	15
BOEING	B-747-200	JT9D-70A	820.00	94.1	10	4
MCDONNELL DOUG.	DC-10-30	CF6-50C	565.00	94.1	10	15
BOEING	B-707-300B/C COMTRAN QN	JT3D-3B	322.30	94.0	14	8
BOEING	B-747-200/300	RB211-524D4	833.00	93.9	10	8,15
BOEING	B-747-200/300	RB211-524D4	833.00	93.9	10	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C1	562.00	93.9	10	15
BOEING	B-747-SR	JT9D-7A	610.00	92.9	10	4,6
BOEING	B-727-200	JT8D-17RQN	208.00	92.6	5	2,8,15
BOEING	B-727-200	JT8D-17RQN	208.00	92.6	5	2,8,15
BOEING	B-727-200	JT8D-17QN	203.10	92.2	5	2,8,14,15
BOEING	B-727-200	JT8D-17QN	203.10	92.2	5	2,8,14,15
BOEING	B-747-200/300	CF6-50E	833.00	92.2	10	8,15
BOEING	B-747-200/300	CF6-50E	833.00	92.2	10	8,15
BOEING	B-747-200/300	CF6-50E2	833.00	92.2	10	8,15
BOEING	B-747-200/300	CF6-50E2	833.00	92.2	10	8,15
BOEING	B-747-100	CF6-45A2	767.00	92.0	10	8,15
BOEING	B-747-100	CF6-45A2	767.00	92.0	10	8,15
BOEING	B-747-100	CF6-50E2	750.00	92.0	10	8,15
BOEING	B-747-100	CF6-50E2	750.00	92.0	10	8,15
BOEING	B-747-100	CF6-50E2	750.00	92.0	10	8,15
BOEING	B-747-100	CF6-50E2	750.00	92.0	10	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

*****TAKEOFF*****

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
MCDONNELL DOUG.	DC-10-40	JT9D-59A	572.00	91.8	10	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	572.00	91.8	10	15
MCDONNELL DOUG.	DC-08-63 W/ADC QN	JT3D-3B	355.00	91.7	12	8,15
MCDONNELL DOUG.	DC-10-40	JT9D-20	530.00	91.7	10	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	530.00	91.7	10	15
MCDONNELL DOUG.	DC-10-30	CF6-50A	519.60	91.4	8	15
MCDONNELL DOUG.	DC-10-30	CF6-50A	519.60	91.4	8	15
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-3B	348.00	91.1	12	8,15,16
MCDONNELL DOUG.	DC-08-63F W/ADC QN	JT3D-7	355.00	91.0	12	8,15
BOEING	B-747-400	RB211-524G	875.00	90.8	10	8,15
BOEING	B-747-400	RB211-524G	875.00	90.8	10	8,15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	555.00	90.6	10	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	555.00	90.6	10	15
BAe	1-11-400	SPEY-MK511	89.50	90.5	8	8,15
BAe	1-11-500	SPEY-MK512	104.50	90.5	8	4
MCDONNELL DOUG.	DC-08-63 W/TNC QN	JT3D-3B	350.00	90.5	12	8,15
BOEING	B-727-200	JT8D-9QN	184.80	90.4	5	2,8,14,15
BOEING	B-727-200	JT8D-9QN	184.80	90.4	5	2,8,14,15
BOEING	B-747-400F	RB211-524G	875.00	90.4	10	8,15
BOEING	B-747-400F	RB211-524G	875.00	90.4	10	8,15
MCDONNELL DOUG.	DC-08-50 W/QNC QN	JT3D-3B	309.80	90.3	-	8,12
MCDONNELL DOUG.	DC-08-61 W/QNC QN	JT3D-3B	309.80	90.3	-	8,12
BOEING	B-747-200/300	RB211-524D4	775.00	90.2	10	8,15
BOEING	B-747-200/300	RB211-524D4	775.00	90.2	10	8,15
BOEING	B-747-SR	JT9D-7A	570.00	90.0	10	4,6
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-3B	335.00	90.0	12	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-3B	350.00	90.0	12	8,15,16
BAe	1-11-500	SPEY-MK512	99.70	89.9	8	4
BOEING	B-727-200	JT8D-17RQN	197.00	89.9	5	2,8,15
BOEING	B-727-200	JT8D-17RQN	197.00	89.9	5	2,8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	875.00	89.8	10	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	875.00	89.8	10	8,15
IAI	1121 COMMODORE	CJ610-5	18.50	89.7	-	4
IAI	1123 WESTWIND	CJ610-9	20.70	89.7	-	4
MESSERSCHMITT	HFB-320 HANSA	CJ610-9	20.30	89.7	-	13
BOEING	B-747-200/300	CF6-50E2	775.00	89.6	10	8,15
BOEING	B-747-200/300	CF6-50E2	775.00	89.6	10	8,15
MCDONNELL DOUG.	DC-08-63 W/TNC QN	JT3D-7	355.00	89.6	12	8,15
BOEING	B-747-200/300	CF6-50E	775.00	89.4	10	8,15
BOEING	B-747-200/300	CF6-50E	775.00	89.4	10	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	875.00	89.4	10	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	875.00	89.4	10	8,15
MCDONNELL DOUG.	DC-08-63 (BAC/BACII)	JT3D-7	353.00	89.2	12	8,15,16
MCDONNELL DOUG.	DC-08-63 (BAC/R1)	JT3D-7	355.00	89.2	12	8,15,16
BOEING	B-727-200 (Fed Ex)	JT8D-9	189.20	89.1		8,15,25,28

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-727-200	JT8D-15QN	190.50	89.0	5	2,8,14,15
BOEING	B-727-200	JT8D-15QN	190.50	89.0	5	2,8,14,15
BOEING	B-747-400	RB211-524H	875.00	89.0	10	8,15
BOEING	B-747-400	RB211-524H	875.00	89.0	10	8,15
BOEING	B-747-400F	RB211-524H	875.00	89.0	10	8,15
BOEING	B-747-400F	RB211-524H	875.00	89.0	10	8,15
MCDONNELL DOUG.	DC-08-61 (BAC/BAC II)	JT3D-3B	325.00	88.8	15	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-3B	335.00	88.8	12	8,15,16
MCDONNELL DOUG.	DC-10-30	CF6-6K	455.00	88.8	-	15
LOCKHEED	1329 JETSTAR	JT12A-8	42.00	88.7	-	8,13
BOEING	B-727-200	JT8D-17QN	190.50	88.5	5	2,8,14,15
BOEING	B-727-200	JT8D-17QN	190.50	88.5	5	2,8,14,15
BOEING	B-727-200 (Fed Ex)	JT8D-17	199.50	88.5		8,15,25,28
MCDONNELL DOUG.	DC-10-10	CF6-6D	440.00	88.5	5	15
MCDONNELL DOUG.	DC-10-10	CF6-6D	440.00	88.5	5	15
MCDONNELL DOUG.	DC-09-50	JT8D-15	121.00	88.4	-	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-15	121.00	88.4	-	1,8,15
MCDONNELL DOUG.	DC-10-40	JT9D-20	484.00	88.4	10	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	484.00	88.4	10	15
MCDONNELL DOUG.	DC-09-30	JT8D-17	121.00	88.2	-	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	121.00	88.2	-	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	121.00	88.2	-	1,8,15
BOEING	B-727-200	JT8D-7QN	172.50	88.0	5	2,8,15
BOEING	B-727-200	JT8D-7QN	172.50	88.0	5	2,8,15
BOEING	B-727-200 (Fed Ex)	JT8D-7	178.00	88.0		8,15,24,29
BOEING	B-737-200	JT8D-15QN	117.00	88.0	1	2,8,15
BOEING	B-737-200	JT8D-15QN	117.00	88.0	1	2,8,15
BOEING	B-737-200	JT8D-9QN	117.00	88.0	1	2,8,14,15
BOEING	B-737-200	JT8D-9QN	117.00	88.0	1	2,8,14,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	875.00	88.0	10	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	875.00	88.0	10	8,15
BOEING	B-747-400F	RB211-524G	830.00	88.0	10	8,15
BOEING	B-747-400F	RB211-524G	830.00	88.0	10	8,15
BOEING	B-747-400	CF6-80C2B1F	875.00	87.9	10	8,15
BOEING	B-747-400	CF6-80C2B1F	875.00	87.9	10	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	875.00	87.9	10	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	875.00	87.9	10	8,15
BOEING	B-747-400	RB211-524G	820.00	87.9	10	8,15
BOEING	B-747-400	RB211-524G	820.00	87.9	10	8,15
SABRELINER CORP.	SABRE 70	JT12A-8	21.00	87.9	-	8,12
MCDONNELL DOUG.	DC-08-62 (BAC/BAC II)	JT3D-7	335.00	87.8	12	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-7	335.00	87.8	12	8,15,16
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	875.00	87.6	10	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	875.00	87.6	10	8,15
BAe	1-11-400	MK511-W/HUSHKIT	89.50	87.5	8	15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

*****TAKEOFF*****

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-727-200	JT8D-15QN	184.20	87.5	5	2,8,14,15
BOEING	B-727-200	JT8D-15QN	184.20	87.5	5	2,8,14,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	875.00	87.5	10	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	875.00	87.5	10	8,15
BOEING	B-747-400F	CF6-80C2B1F	875.00	87.5	10	8,15
BOEING	B-747-400F	CF6-80C2B1F	875.00	87.5	10	8,15
MCDONNELL DOUG.	DC-09-40	JT8D-11	114.00	87.5	-	1,8,15
BOEING	B-737-200	JT8D-17QN	122.50	87.3	1	2,8,14,15
BOEING	B-737-200	JT8D-17QN	122.50	87.3	1	2,8,14,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	875.00	87.3	10	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	875.00	87.3	10	8,15
BOEING	B-727-200 (Fed Ex)	JT8D-17	190.50	87.2		8,15,25,28
MCDONNELL DOUG.	DC-10-30	CF6-50C2	590.00	87.2	15	8,15
LOCKHEED	L-1011-1	RB211-22C	430.00	87.1	10	
MCDONNELL DOUG.	DC-09-30	JT8D-7	108.00	87.1	-	8,15
BOEING	B-727-200 (Fed Ex)	JT8D-15	190.50	87.0		8,15,25
BOEING	B-737-200	JT8D-9QN	114.50	87.0	1	2,8,14,15
BOEING	B-737-200	JT8D-9QN	114.50	87.0	1	2,8,14,15
BOEING	B-747-200/300	CF6-80C2B1F	833.00	86.9	10	8,15
BOEING	B-747-200/300	CF6-80C2B1F	833.00	86.9	10	8,15
LOCKHEED	L-1011-1	RB211-22C	422.00	86.9	10	
BOEING	B-727-100 (Fed Ex)	JT8D-7	174.50	86.8		8,15,16,28
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	833.00	86.8	10	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	833.00	86.8	10	8,15
BOEING	B-727-200	JT8D-9QN	172.50	86.7	5	2,8,14,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	820.00	86.7	10	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	820.00	86.7	10	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	830.00	86.7	10	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	830.00	86.7	10	8,15
BOEING	B-747-400F	RB211-524H	830.00	86.7	10	8,15
BOEING	B-747-400F	RB211-524H	830.00	86.7	10	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2B	590.00	86.7	-	8,15
BOEING	B-727-200 (Fed Ex)	JT8D-7	172.60	86.6		8,15,24,29
MCDONNELL DOUG.	DC-09-30	JT8D-9	108.00	86.5	-	8,15
BOEING	B-747-400	RB211-524H	820.00	86.3	10	8,15
BOEING	B-747-400	RB211-524H	820.00	86.3	10	8,15
BOEING	B-747-400D	CF6-80C2B1F	833.00	86.3	10	8,15
BOEING	B-747-400D	CF6-80C2B1F	833.00	86.3	10	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	875.00	86.3	10	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	875.00	86.3	10	8,15
MCDONNELL DOUG.	DC-09-30	JT8D-9	110.00	86.3	-	1,8,15
BOEING	B-727-100	JT8D-7FCD	169.50	86.1	5	3,8,14,15
BOEING	B-747-200/300	CF6-80C2B1F	820.00	86.1	10	8,15
BOEING	B-747-200/300	CF6-80C2B1F	820.00	86.1	10	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	875.00	86.1	10	8,15,23

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	875.00	86.1	10	8,15,23
BOEING	B-727-200 (Fed Ex)	JT8D-9	173.88	86.0	-	8,15,24,28
GENERAL DYNAMICS	CV-440	R-2800	48.00	86.0	-	5
MCDONNELL DOUG.	DC-09-50	JT8D-17	115.00	85.9	-	1,8,15
BAe	1-11-200	SPEY-MK506	80.00	85.8	8	15
BOEING	B-737-200	JT8D-7QN	109.00	85.8	1	2,8,14
MCDONNELL DOUG.	DC-09-30	JT8D-15	114.00	85.8	-	1,8,15
MCDONNELL DOUG.	DC-09-40	JT8D-15	114.00	85.8	-	1,8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	830.00	85.6	10	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	830.00	85.6	10	8,15
MCDONNELL DOUG.	DC-08-72	CFM56-2-C1	362.50	85.6	12	
MCDONNELL DOUG.	DC-08-73	CFM56-2-C1	362.50	85.6	12	
BOEING	B-727-200 (Fed Ex)	JT8D-9	165.60	85.5	-	8,15,24,28
MCDONNELL DOUG.	DC-09-30	JT8D-7	108.00	85.5	-	1,8,15
MCDONNELL DOUG.	DC-09-30	JT8D-9	108.00	85.4	-	1,8,15
LOCKHEED	L-1011-1	RB211-22C	416.00	85.3	10	8
MCDONNELL DOUG.	DC-10-10	CF6-6D1	440.00	85.3	8	15
RAYTHEON	HAWKER 125- 400A	VIPER-522	23.60	85.3	-	8,15
BOEING	B-727-100 (Fed Ex)	JT8D-7	160.50	85.2	-	8,15,16,28
BOEING	B-727-200 (Fed Ex)	JT8D-9	175.00	85.2	-	8,15,24,29
BOEING	B-737-200	JT8D-15QN	115.50	85.2	1	2,8,15
BOEING	B-737-200	JT8D-15QN	115.50	85.2	1	2,8,15
BOEING	B-747-400	CF6-80C2B1F	820.00	85.2	10	8,15
BOEING	B-747-400	CF6-80C2B1F	820.00	85.2	10	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	820.00	85.2	10	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	820.00	85.2	10	8,15
BOEING	B-747-400F	CF6-80C2B1F	830.00	85.2	10	8,15
BOEING	B-747-400F	CF6-80C2B1F	830.00	85.2	10	8,15
LOCKHEED	L-1011-1	RB211-22C	396.00	85.2	10	4,8
MCDONNELL DOUG.	DC-10-10	CF6-6D	410.00	85.2	14	15
MCDONNELL DOUG.	DC-10-10	CF6-6D	410.00	85.2	14	15
LOCKHEED	L-1011	RB211-22B	430.00	85.1	14	4,5
LOCKHEED	L-1011	RB211-22B	430.00	85.1	14	4,5
BOEING	B-727-100	JT8D-9FCD	169.50	85.0	5	3,8,15
BOEING	B-727-100	JT8D-9FCD	169.50	85.0	5	3,8,15
DOUGLAS	DC-3	R-1830-90C	25.20	85.0	-	5
MCDONNELL DOUG.	DC-10-40	JT9D-20	430.00	85.0	10	15
BOEING	B-737-200	JT8D-9QN	109.00	84.8	1	2,8,14,15
BOEING	B-737-200	JT8D-9QN	109.00	84.8	1	2,8,14,15
MCDONNELL DOUG.	DC-09-40	JT8D-11	107.00	84.8	-	1,8,15
RAYTHEON	HAWKER 125- 3A/R	VIPER-522	22.70	84.8	-	8,15
RAYTHEON	HAWKER 125- 3A/RA	VIPER-522	22.70	84.8	-	8,15
LEARJET	LEARJET 23	CJ610-1	12.50	84.7	-	4,8
SABRELINER CORP.	SABRE 60	JT12A-8	20.10	84.7	-	8,12
BOEING	B-737-200	JT8D-17QN	115.50	84.5	1	2,8,14,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

*****TAKEOFF*****

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	820.00	84.5	10	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	820.00	84.5	10	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2	555.00	84.4	10	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	820.00	84.3	10	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	820.00	84.3	10	8,15
MCDONNELL DOUG.	DC-09-50	JT8D-15	110.00	84.3	-	1,8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	65.50	84.2	10	8,15,16
BAe	1-11-200	MK506-W/HUSHKIT	80.00	84.1	8	15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	820.00	84.1	10	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	820.00	84.1	10	8,15
MCDONNELL DOUG.	DC-08-71	CFM56-2-C1	337.00	84.1	15	
SABRELINER CORP.	SABRE 60A	JT12A-8	22.70	83.8	-	8,12
BOEING	B-727-100	JT8D-7FCD	160.50	83.7	5	3,8,14,15
BOEING	B-727-100	JT8D-7FCD	160.50	83.7	5	3,8,14,15
BOEING	B-747-400F	PW4056 FB2B/2C	830.00	83.7	10	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	830.00	83.7	10	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	160.00	83.7	2	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	160.00	83.7	2	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2B	555.00	83.6	5	8,15
SABRELINER CORP.	SABRE 40A	JT12A-8	19.60	83.4	-	8,12
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	820.00	83.2	10	8,15,23
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	820.00	83.2	10	8,15,23
MCDONNELL DOUG.	MD-80	JT8D-209	149.50	83.2	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	149.50	83.2	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	160.00	83.1	2	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	160.00	83.1	2	8,15
RAYTHEON	HAWKER 125- 1A	VIPER-522	21.20	83.1	-	8,15
GULFSTREAM	GULFSTREAM IIB/GIII	SPEY MK511-8	69.70	82.8	10	8,15,16
GULFSTREAM	GULFSTREAM IIB/GIII	SPEY MK511-8	69.70	82.8	10	8,15,16
LEARJET	LEARJET 25B/C	CJ610-6	15.00	82.8	20	4,8,18
BOEING	B-767-300/300ER	RB211-524G	407.00	82.6	5	8,15
BOEING	B-767-300/300ER	RB211-524G	407.00	82.6	5	8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	82.6	20	8,15,16
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	82.6	-	8,15,16
MCDONNELL DOUG.	DC-10-30	CF6-6K	410.00	82.6	-	8,15
BOEING	B-727-100	JT8D-9FCD	160.50	82.4	5	3,8,15
BOEING	B-737-200	JT8D-7QN	100.50	82.4	1	2,8,14
BOEING	B-737-200	JT8D-7QN	100.50	82.4	1	2,8,14
BOEING	B-767-200	JT9D-7R4E	360.00	82.3	1	8,15
BOEING	B-767-200	JT9D-7R4E	360.00	82.3	1	8,15
LEARJET	LEARJET 25 B/C/D/F XR	CJ610-6/8A	16.30	82.3	10	8,13
LOCKHEED	1329-25 JETSTAR	TFE731-3-IE	43.80	82.3	20	4
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	82.1	2	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	82.1	2	8,15
BOEING	B-737-200 (AVAERO)	JT8D-15	123.50	81.9	1	8,15,32

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	121.50	81.9	1	8,15,31
RAYTHEON	HAWKER 125-600A	VIPER 601-22	25.50	81.9	-	8,15,16
BOEING	B-737-200 (AVAERO)	JT8D-9	120.50	81.8	1	8,15,31
BOEING	B-737-200 (AVAERO)	JT8D-15	124.50	81.7	1	8,15,31
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	123.50	81.7	1	8,15,32
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	124.50	81.6	1	8,15,31
BOEING	B-767-300	JT9D-7R4D(B)	351.00	81.6	5	8,15
BOEING	B-767-300	JT9D-7R4D(B)	351.00	81.6	5	8,15
BOEING	B-727-100 (Dee Hwd)	TAY651-54	169.50	81.5		8,15
BOEING	B-727-100 (Dee Hwd)	TAY651-54	169.50	81.5		8,15
BOEING	B-737-200 (AVAERO)	JT8D-9	117.50	81.5	1	8,15,30
BOEING	B-767-300/300ER	RB211-524H	407.00	81.5	5	8,15
BOEING	B-767-300/300ER	RB211-524H	407.00	81.5	5	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.50	81.4	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.50	81.4	0	8,15
BOEING	B-727-100 (Fed Ex)	JT8D-9	160.50	81.3		8,15,16,29
BOEING	B-737-100 (AVAERO)	JT8D-7	114.50	81.3	1	8,15,30
BOEING	B-737-200 (AVAERO)	JT8D-7	114.50	81.3	1	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	117.50	81.3	1	8,15,30
LOCKHEED	L-188	501-D13	116.00	81.3	-	4,8
MCDONNELL DOUG.	DC-09-30 w/ ABS STC165CH	JT8D-9	111.70	81.3	0	8,15,16
MCDONNELL DOUG.	DC-09-40 w/ ABS STC165CH	JT8D-9	111.70	81.3	0	8,15,16
BOEING	B-737-200 ADV (AVAERO)	JT8D-7	114.50	81.2	1	8,15,30
BOEING	B-767-300/300ER	PW4056	407.00	81.2	5	8,15
BOEING	B-767-300/300ER	PW4056	407.00	81.2	5	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	81.2	1	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	81.2	1	8,15
MCDONNELL DOUG.	DC-09-30 w/ ABS STC165CH	JT8D-7	108.50	81.1	0	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ ABS STC1613GL	JT8D-7	105.00	81.0	0	8,15,16
NIHON	YS-11A-200	DART MK 542	54.00	81.0	-	5
MCDONNELL DOUG.	DC-10-10	CF6-6D1	386.50	80.9	15	15
MCDONNELL DOUG.	DC-10-10	CF6-6D1	386.50	80.9	15	15
MORANE-SAULNIER	MS 760B (PARIS II)	MARBORE VI C2	8.65	80.9	10	19
BOEING	B-767-300	JT9D-7R4E	351.00	80.8	5	8,15
BOEING	B-767-300	JT9D-7R4E	351.00	80.8	5	8,15
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	115.50	80.6	1	8,15,30
BOEING	B-767-300	CF6-80A	351.00	80.6	5	8,15
BOEING	B-767-300	CF6-80A	351.00	80.6	5	8,15
LEARJET	LEARJET 24D	CJ610-6	13.50	80.6	20	4,8,17
LEARJET	LEARJET 24D	CJ610-6	13.50	80.6	-	8
MCDONNELL DOUG.	MD-87	JT8D-217C	149.50	80.6	1	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	149.50	80.6	1	8,15
SABRELINER CORP.	SABRE 80A	CF700-2D-2	25.50	80.5	-	12
BOEING	B-737-400	CFM56-3-B1	142.50	80.4		8,15
BOEING	B-737-400	CFM56-3-B1	142.50	80.4	5	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

*****TAKEOFF*****

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	412.00	80.3	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	412.00	80.3	5	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	140.00	80.3	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	140.00	80.3	0	8,15
MCDONNELL DOUG.	DC-09-30 w/ ABS STC1613GL	JT8D-7	103.00	80.2	0	8,15,16
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	80.1	-	8,15,16
MCDONNELL DOUG.	DC-09-40 w/ ABS STC165CH	JT8D-11	111.00	80.1	0	8,15,16
BOEING	B-737-200 (AVAAERO)	JT8D-15	118.50	80.0	1	8,15,30
BOEING	B-747-100	CF6-45A2	570.00	80.0	10	8,15
BOEING	B-747-100	CF6-45A2	570.00	80.0	10	8,15
BOEING	B-767-300/300ER	PW4060	408.00	80.0	5	8,15
BOEING	B-767-300/300ER	PW4060	408.00	80.0	5	8,15
BOEING	B-777-200	RR TRENT 875	535.00	80.0		8,15
BOEING	B-777-200	RR TRENT 875	535.00	80.0		8,15
MCDONNELL DOUG.	DC-09-30 w/ ABS STC1613GL	JT8D-9	105.00	80.0	0	8,15,16
AIRBUS	A-310-322	JT9D-7R4E1	337.30	79.9		8,15
MCDONNELL DOUG.	DC-09-30 w/ ABS STC165CH	JT8D-11	111.00	79.9	0	8,15,16
BOEING	B-767-300/300ER	CF6-80C2B4	407.00	79.8	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	407.00	79.8	5	8,15
MCDONNELL DOUG.	DC-09-30 w/ ABS STC165CH	JT8D-7	105.00	79.8	0	8,15,16
AVRO	146-RJ 85	LF507-1F	97.00	79.7	18	8,15,22
AVRO	146-RJ 85	LF507-1F	97.00	79.7	18	8,15,22
BOEING	B-737-200 ADV (AVAAERO)	JT8D-15	118.50	79.7	1	8,15,30
BOEING	B-767-300	CF6-80A2	351.00	79.7	5	8,15
BOEING	B-767-300	CF6-80A2	351.00	79.7	5	8,15
LEARJET	LEARJET 25D	CJ610-6	15.00	79.7	8	8,13
LEARJET	LEARJET 25F	CJ610-6	15.00	79.7	8	4,8
MCDONNELL DOUG.	DC-09-10	JT8D-7	90.70	79.7	10	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	149.50	79.7	1	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	149.50	79.7	1	8,15
SABRELINER CORP.	SABRE 80	CF700-2D-2	23.30	79.6	15	12
AIRBUS	A-300B4-2C	CF6-50C	346.50	79.4	-	4,8,9
BOEING	B-777-200	RR TRENT 877	535.00	79.3		8,15
BOEING	B-777-200	RR TRENT 877	535.00	79.3		8,15
MCDONNELL DOUG.	DC-09-30 w/ ABS STC1613GL	JT8D-9	103.00	79.3	0	8,15,16
FOKKER	F-28 MK1000	SPEY MK555-15	65.00	79.2	6	4
FOKKER	F-28 MK1000	SPEY MK555-15	65.00	79.2	6	4
AIRBUS	A-300B	CF6-50A	302.00	79.1	-	4,8
BOEING	B-767-300/300ER	CF6-80C2B6	412.00	79.1	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	412.00	79.1	5	8,15
AIRBUS	A-310-322	JT9D-7R4E1	330.69	79.0		8,15
AIRBUS	A-310-304	CF6-80C2A2	346.12	78.9		8,15
MCDONNELL DOUG.	DC-09-30 w/ ABS STC165CH	JT8D-9	105.00	78.8	0	8,15,16
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	408.00	78.7	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	408.00	78.7	5	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

TAKOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
MCDONNELL DOUG.	MD-80	JT8D-217	140.00	78.7	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	140.00	78.7	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	140.00	78.7	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	140.00	78.7	0	8,15
MCDONNELL DOUG.	DC-09-10	JT8D-7	90.70	78.6	10	1,8,15
AIRBUS	A-300B4-2C	CF6-50C	336.60	78.5	-	4,8,9
BOEING	B-767-300/300ER	CF6-80C2B6F	408.00	78.5	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	408.00	78.5	5	8,15
BOEING	B-737-400	CFM56-3B-2	150.00	78.4	5	8,15
BOEING	B-737-400	CFM56-3B-2	150.00	78.4	5	8,15
BOEING	B-737-500	CFM56-3-B1(R)	132.80	78.4		8,15
BOEING	B-737-500	CFM56-3-B1(R)	132.80	78.4		8,15
AEROSPATIALE	NORD-262C	BASTAN-VIIA	22.90	78.3	-	4,8
AIRBUS	A-300B2-1A	CF6-50A	312.40	78.3	-	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	312.40	78.3	-	4,8,9
BAe	BAe-146-300A	ALF-502R-5	97.50	78.3	18	8,15,22
BAe	BAe-748 SERIES 2B	RR-DART-MK535	46.50	78.3	15	8,15
MCDONNELL DOUG.	DC-09-20 w/ ABS STC1613GL	JT8D-9	100.00	78.3	0	8,15,16
MCDONNELL DOUG.	MD-80	JT8D-217C	140.00	78.3	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	140.00	78.3	0	8,15
AIRBUS	A-310-324	PW4152	346.12	78.2		8,15
BOEING	B-737-300	CFM56-3-B1	139.50	78.2	1	8,15
BOEING	B-737-300	CFM56-3-B1	139.50	78.2	1	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	412.00	78.2	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	412.00	78.2	5	8,15
BAe	VISCOUNT 745	RR DART6 MK510	72.50	78.1	-	11
BOEING	B-777-200	RR TRENT 875	506.00	78.1		8,15
BOEING	B-777-200	RR TRENT 875	506.00	78.1		8,15
BAe	BAE-748 SERIES 2A	RR DART MK532-2L	44.50	78.0	15	8,15
BAe	BAe-748 SERIES 2B	MK535-W/HUSHKIT	46.50	78.0	15	8,15
BOEING	B-767-300/300ER	PW4060 PHASE 3 (FB2C)	412.00	78.0	-	8,15,23
FOKKER	F-27-200	MK532-7	43.50	78.0	-	5
FOKKER	F-27-500/600	MK532-7R	43.50	78.0	-	5
AIRBUS	A-300B4-2C	CF6-50C	330.00	77.9	-	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	330.00	77.9	-	4,8,9
BOEING	B-737-500	CFM56-3-B1	139.00	77.9		8,15
BOEING	B-737-500	CFM56-3-B1	139.00	77.9		8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	407.00	77.8	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	407.00	77.8	5	8,15
BOEING	B-777-200	PW4077	535.00	77.8		8,15
BOEING	B-777-200	PW4077	535.00	77.8		8,15
LEARJET	LEARJET 24B/D W/RAISBECK	CJ610-6	13.50	77.8	10	8,13
BOEING	B-737-400	CFM56-3-B1	138.50	77.7	5	8,15
BOEING	B-737-400	CFM56-3-B1	138.50	77.7		8,15
BOEING	B-767-200/200ER	CF6-80C2B4	387.00	77.7	1	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	***TAKEOFF***			NOTES
			TOGW 1000 LBS	EST DBA	FLAPS	
SABRELINER CORP.	SABRE 75A	CF700-2D-2	23.00	77.7	-	4
BAe	BAe-146-300A	ALF-502R-5	95.00	77.6	18	8,15,22
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	77.5	0	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	77.5	0	8,15
BOEING	B-777-200	RR TRENT 877	506.00	77.4	-	8,15
BOEING	B-777-200	RR TRENT 877	506.00	77.4	-	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	140.00	77.4	0	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	140.00	77.4	0	8,15
AIRBUS	A-310-221	JT9D-7R4D1	313.05	77.3	-	8,15
AIRBUS	A-310-308	CF6-80C2A8	361.55	77.3	-	8,15
BOEING	B-767-200/200ER	PW4056 PHASE 3 (FB2C)	395.00	77.3	-	8,15,23
FAIRCHILD	F-27-F	RR DART MK529	38.50	77.3	-	11
AIRBUS	A-310-203	CF6-80A3	313.05	77.2	-	8,15
AIRBUS	A-310-203C	CF6-80A3	313.05	77.2	-	8,15
BOEING	B-737-400	CFM56-3C-1	150.00	77.2	5	8,15
BOEING	B-737-400	CFM56-3C-1	150.00	77.2	5	8,15
AIRBUS	A-300B2-1C	CF6-50C	312.40	77.1	-	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	312.40	77.1	-	4,8,9
BOEING	B-767-200	JT9D-7R4D	315.00	77.1	1	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	380.00	77.1	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	380.00	77.1	5	8,15
DASSAULT	FALCON 20	CF700-2D-2	28.60	77.0	10	8,15
DASSAULT	FALCON 20	CF700-2D-2	28.60	77.0	10	8,15
AIRBUS	A-310-222	JT9D-7R4E1	313.05	76.9	-	8,15
AIRBUS	A-300B1	CF6-50A	302.00	76.8	-	4,8,9
AIRBUS	A-300B1	CF6-50A	302.00	76.8	-	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.40	76.8	-	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.40	76.8	-	4,8,9
BAe	BAe-146-200A	ALF-502R-5	93.00	76.7	18	8,15,22
BAe	BAe-146-200A	ALF-502R-3A/-5	89.50	76.5	18	8,15,22
BOEING	B-767-300/300ER	RB211-524G	340.00	76.4	5	8,15
BOEING	B-767-300/300ER	RB211-524G	340.00	76.4	5	8,15
AIRBUS	A-310-203C	CF6-80A3	305.55	76.3	-	8,15
MCDONNELL DOUG.	DC-09-10 w/ ABS STC1563GL	JT8D-7	90.70	76.3	10	8,15,16
AIRBUS	A-310-324	PW4152	330.69	76.2	-	8,15
BOEING	B-767-200/200ER	PW4052	351.00	76.2	1	8,15
RAYTHEON	HAWKER 125-700A	TFE731-3R-1H	25.50	76.1	-	8,15,20,26
RAYTHEON	HAWKER 125-700A	TFE731-3R-1H	25.50	76.1	-	8,15,20,26
AEROSPATIALE	MOHAWK 298	PT6A-45A	23.40	76.0	-	4
AIRBUS	A-300B2-1C	CF6-50C	302.00	76.0	-	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	302.00	76.0	-	4,8,9
FOKKER	F-27 MK500/600	MK552-7R	45.90	76.0	0	15,16
FOKKER	F-27-100	RR DART6 MK514	39.00	76.0	-	11
GULFSTREAM	500S	IO-540-E1B5	6.80	76.0	-	10
AIRBUS	A-300B2-K-3C	CF6-50C	312.40	75.9	-	4,8,9

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

*****TAKEOFF*****

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
AIRBUS	A-300B2-K-3C	CF6-50C	312.40	75.9	-	4,8,9
AIRBUS	A-310-222	JT9D-7R4E1	305.55	75.9		8,15
BOEING	B-757-200	PW2037	255.50	75.9		8,15
BOEING	B-757-200	PW2037	255.50	75.9		8,15
BOEING	B-757-200	RB211-535C	240.00	75.9		8,15
BOEING	B-757-200	RB211-535C	240.00	75.9		8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	351.00	75.9	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	351.00	75.9	5	8,15
BAe	BAe-146-300A	LF507	101.50	75.8		8,15,22
BOEING	B-767-200/200ER	CF6-80C2B2	351.00	75.8	1	8,15
RAYTHEON	HAWKER 125- 600A	TFE731-3-1H	25.50	75.8		8,15
RAYTHEON	HAWKER 125- 600A	TFE731-3-1H	25.50	75.8		8,15
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	25.50	75.8	-	8,15,26
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	25.50	75.8	-	8,15,26
AVRO	146-RJ 100	LF507-1F	101.50	75.7	18	8,15,22
AVRO	146-RJ 100	LF507-1F	101.50	75.7	18	8,15,22
BOEING	B-767-300	JT9D-7R4D(B)	300.00	75.7	5	8,15
BOEING	B-767-300	JT9D-7R4D(B)	300.00	75.7	5	8,15
AIRBUS	A-310-308	CF6-80C2A8	346.12	75.6		8,15
BOEING	B-737-300	CFM56-3B-2	139.50	75.6	1	8,15
BOEING	B-737-300	CFM56-3B-2	139.50	75.6	1	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	600.00	75.6	10	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	600.00	75.6	10	8,15
BOEING	B-767-300/300ER	RB211-524H	340.00	75.5	5	8,15
BOEING	B-767-300/300ER	RB211-524H	340.00	75.5	5	8,15
FOKKER	F-28 MK4000	SPEY MK555-15H	73.00	75.5	15	
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	24.20	75.4		8,15,26
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	24.20	75.4		8,15,26
BOEING	B-737-400	CFM56-3B-2	138.50	75.3	5	8,15
BOEING	B-737-400	CFM56-3B-2	138.50	75.3	5	8,15
BOEING	B-747-400D	CF6-80C2B1F	600.00	75.3	10	8,15
BOEING	B-747-400D	CF6-80C2B1F	600.00	75.3	10	8,15
FOKKER	F-27 MK500/600	MK552-7R	45.00	75.3	0	15,16
BEECH	C35	E-185-11	2.70	75.0	-	11
BEECH	E35	E-225-8	2.70	75.0	-	11
BOEING	B-757-200	PW2037(BG-3)	250.00	75.0	5	8,15
BOEING	B-757-200	PW2037(BG-3)	250.00	75.0	5	8,15
LOCKHEED	1329-25 JETSTAR w/STAR 3	TFE731-3	44.50	75.0	20	8,15,34
BOEING	B-767-300	JT9D-7R4E	300.00	74.8	5	8,15
BOEING	B-767-300	JT9D-7R4E	300.00	74.8	5	8,15
LOCKHEED	1329-23 JETSTAR w/STAR 3	TFE731-3	44.25	74.7	20	8,15,33
MCDONNELL DOUG.	MD-87	JT8D-217A	125.00	74.7	0	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	125.00	74.7	0	8,15
AIRBUS	A-310-204	CF6-80C2A2	313.05	74.6		8,15
LEARJET	LEARJET 24F	CJ610-6	12.90	74.6	20	4,8

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-767-300	CF6-80A	300.00	74.5	5	8,15
BOEING	B-767-300	CF6-80A	300.00	74.5	5	8,15
BOEING	B-777-200	GE90-76B	535.00	74.5		8,15
BOEING	B-777-200	GE90-76B	535.00	74.5		8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	74.5	0	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	74.5	0	8,15
AVRO	146-RJ 100	LF507-1F	97.50	74.3	18	8,15,22
AVRO	146-RJ 100	LF507-1F	97.50	74.3	18	8,15,22
BOEING	B-737-400	CFM56-3C-1	138.50	74.3	5	8,15
BOEING	B-737-400	CFM56-3C-1	138.50	74.3	5	8,15
BOEING	B-767-200/200ER	PW4052	335.00	74.3	1	8,15
CESSNA	207	IO-520-F	3.80	74.3	-	11
GENERAL DYNAMICS	CV-580	501-D13	54.60	74.3	-	10
BOEING	B-767-200/200ER	CF6-80C2B4	351.00	73.8	1	8,15
AIRBUS	A-320-211	CFM56-5A1	162.00	73.7	-	8,15
BOEING	B-757-200	PW2040	255.50	73.7		8,15
BOEING	B-757-200	PW2040	255.50	73.7		8,15
BOEING	B-757-200	RB211-535E4	255.50	73.7	-	8,15,35
BOEING	B-757-200	RB211-535E4	255.50	73.7	-	8,15,35
BOEING	B-767-300	CF6-80A2	300.00	73.7	5	8,15
BOEING	B-767-300	CF6-80A2	300.00	73.7	5	8,15
BOEING	B-737-300	CFM56-3-B1	124.50	73.6	1	8,15
BOEING	B-737-300	CFM56-3-B1	124.50	73.6	1	8,15
BAe	BAe-146-300A	LF507	95.00	73.4		8,15,22
BOEING	B-767-200/200ER	PW4056	340.00	73.3	1	8,15
AEROSPATIALE	ATR72-200	PW124/HIS 14SF11	48.50	73.2	15	15
BOEING	B-757-200	PW-2037(BG-3)	240.00	73.2	5	8,15
BOEING	B-777-200	PW4077	447.50	73.1		8,15
BOEING	B-777-200	PW4077	447.50	73.1		8,15
LEARJET	LEARJET 24E	CJ610-6	12.90	73.1	20	4,8
BECH	B55	IO-470-L	5.10	73.0	-	11
CESSNA	T210L	TSI0-520-R	3.80	73.0	-	11
AIRBUS	A-320-231	V2500.A1	162.00	72.9		8,15
AVRO	146-RJ 70	LF507-1F	95.00	72.9	18	8,15,22
AVRO	146-RJ 70	LF507-1F	95.00	72.9	18	8,15,22
BOEING	B-767-200	JT9D-7R4D	282.00	72.9	1	8,15
BOEING	B-757-200	RB211-535C	220.00	72.8		8,15
BOEING	B-757-200	RB211-535C	220.00	72.8	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	345.00	72.7	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	345.00	72.7	5	8,15
AIRBUS	A-310-221	JT9D-7R4D1	275.57	72.6		8,15
BOEING	B-777-200	GE90-76B	506.00	72.6		8,15
BOEING	B-777-200	GE90-76B	506.00	72.6		8,15
JETSTREAM	JETSTREAM 4100	TPE331-14-801H/802H/805	24.00	72.5		12,15
AIRBUS	A-310-203	CF6-80A3	275.57	72.4		8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	***TAKEOFF***		FLAPS	NOTES
			TOGW 1000 LBS	EST DBA		
AIRBUS	A-310-204	CF6-80C2A2	295.41	72.4		8,15
AIRBUS	A-310-304	CF6-80C2A2	295.41	72.4		8,15
BAe	BAe-146-100A	ALF-502R-3A/-5	84.00	72.4	18	8,15,22
BOEING	B-757-200	RB211-535E4	255.50	72.4		8,15,36
BOEING	B-757-200	RB211-535E4B	255.50	72.4		8,15,36
BOEING	B-757-200	RB211-535E4B	255.50	72.4	5	8,15,36
RAYTHEON	HAWKER 125- 3A/RA	TFE731-3-1H	23.60	72.4	-	8,15
RAYTHEON	HAWKER 125- 3A/RA	TFE731-3-1H	23.60	72.4	-	8,15
RAYTHEON	HAWKER 125- 400A	TFE731-3-1H	23.60	72.4	-	8,15
RAYTHEON	HAWKER 125- 400A	TFE731-3-1H	23.60	72.4	-	8,15
AEROSPATIALE	ATR72-210	PW127/HS 14SF11	48.50	72.3	15	15
AVRO	146-RJ 85	LF507-1F	93.00	72.3	18	8,15,22
AVRO	146-RJ 85	LF507-1F	93.00	72.3	18	8,15,22
BOEING	B-757-200	RB211-535E4B	255.50	72.3	-	8,15,35
BOEING	B-757-200	RB211-535E4B	255.50	72.3	-	8,15,35
BOEING	B-737-500	CFM56-3-B1(R)	115.50	72.2		8,15
BOEING	B-737-500	CFM56-3-B1(R)	115.50	72.2		8,15
IAI	1125 ASTRA	TFE731-3A-200G	24.65	72.1	12	8,15
DASSAULT	FALCON 20-C5/D5/E5	TFE731-5AR-2C	29.10	72.0	15	8,15
FOKKER	F100	RR TAY MK620-15	95.00	72.0	-	8,15
PIPER	PA-28-235	O-540-B4B5	3.00	72.0	-	11
MITSUBISHI	MU300 DIAMOND I	JT15D-4	14.10	71.9	-	12
AEROSPATIALE	ATR72-210	PW127/HS 14SF11	47.40	71.8	15	15
BEECH	BEECHJET 400	JT15D-5	15.80	71.8	-	15
MITSUBISHI	MU300-10 DIAMOND II	JT15D-5	15.80	71.8	-	15
RAYTHEON	HAWKER 125-1000A	PW305	31.00	71.8		8,15
RAYTHEON	HAWKER 125-1000A	PW305	31.00	71.8		8,15
DASSAULT	FALCON 200	ATF3-6A-4C	32.00	71.7	5	8,15
IAI	1124IW WESTWIND IW	TFE731-3-1G	23.50	71.7	12	15
JETSTREAM	JETSTREAM 4100	TPE331-14-801H/802H	23.00	71.6		12,15
LEARJET	LEARJET 35A	TFE731-2	18.00	71.6	8	15
LEARJET	LEARJET 36A	TFE731-2	18.00	71.6	8	15
SHORTS	SKYVAN	TPE-331-201	12.50	71.6	15	
BOEING	B-737-300	CFM56-3B-2	124.50	71.5	1	8,15
BOEING	B-737-300	CFM56-3B-2	124.50	71.5	1	8,15
BOEING	B-757-200	PW-2037(BG-3)	230.00	71.4	5	8,15
CESSNA	210	IO-520-L	3.80	71.4	-	10,11
DASSAULT	FALCON 20	CF700-2D2Q	28.60	71.4	-	8,15
DASSAULT	FALCON 20-D	CF700-2D-2 w/GE CID 654	28.66	71.4	0	8,15
BOEING	B-767-200/200ER	CF6-80A	279.90	71.3	1	8,15
DASSAULT	FALCON 900	TFE731-5AR-1C	45.50	71.2	20	8,15
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	21.70	71.2		8,15
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	21.70	71.2		8,15
RAYTHEON	HAWKER 125- 3A	TFE731-3-1H	21.70	71.2		8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

*****TAKEOFF*****

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
RAYTHEON	HAWKER 125-3A	TFE731-3-1H	21.70	71.2	-	8,15
SHORTS	3-30	PT6A-45A	22.40	71.2	-	8,15
BEECH	C99 AIRLINER	PT6A-34	11.30	71.1	-	5,11
MCDONNELL DOUG.	MD-90-30	V2525-D5	156.00	71.1	5	8,15
AIRBUS	A-320-111	CFM56-5A1	149.90	71.0	-	8,15
AIRBUS	A-320-111	CFM56-5A1	149.90	71.0	-	8,15
BEECH	35-B33	IO-470-K	3.00	71.0	-	10,11
BEECH	A36	IO-520-BA	3.60	71.0	-	11
BEECH	B36TC BONANZA	TSIO-520U	3.85	71.0	-	11
BEECH	B55(3BLD)	IO-470-L	5.10	71.0	-	11
BOEING	B-737-500	CFM56-3-B1	115.50	71.0	-	8,15
BOEING	B-737-500	CFM56-3-B1	115.50	71.0	-	8,15
CESSNA	T210M	TSI0-520-R	3.80	71.0	-	11
CESSNA	TU206G	TSI0-520-M	3.60	71.0	-	11
EMBRAER	EMB 110-P2	PT6A-34	12.50	71.0	-	4
FAIRCHILD	SA226-AT	TPE-331-3U-303G	12.50	71.0	-	4
FAIRCHILD	SA226-T	TPE-331-3U-303G	12.50	71.0	-	4
FAIRCHILD	SA226-TC METRO II	TPE-331-3UW-303G	12.50	71.0	-	4
GULFSTREAM	GULFSTREAM I	RR DART MK529	35.10	71.0	-	15
PIPER	PA-31-350	TI0-540-J2BD	7.00	71.0	-	11
PIPER	PA-32-300	IO-540-K1G5D	3.40	71.0	-	
PIPER	PA-32R-300	IO-540-K1G5D	3.60	71.0	-	11
PIPER	PA-32RT-300	IO-540-K1A5D	3.60	71.0	-	11
DASSAULT	FALCON 50	TFE731-3-1C	38.80	70.9	20	8,15
DASSAULT	FALCON 50	TFE731-3-1C	38.80	70.9	20	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	300.00	70.8	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	300.00	70.8	5	8,15
SABRELINER CORP.	SABRE 65	TFE731-3R-1D	24.00	70.8	-	8,12
AEROSPATIALE	ATR72-200	PW124/HS 14SF11	44.07	70.7	15	15
AIRBUS	A-320-211	CFM56-5A1	149.90	70.7	-	8,15
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	29.10	70.6	10	8,15
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	29.10	70.6	10	8,15
LEARJET	LEARJET 36	TFE731-2	17.00	70.6	8	4
LEARJET	LEARJET 35	TFE731-2	17.00	70.4	8	4
RAYTHEON	HAWKER 125-1A	TFE731-3-1H	21.20	70.4	-	8,15
RAYTHEON	HAWKER 125-1A	TFE731-3-1H	21.20	70.4	-	8,15
AIRBUS	A-320-231	V2500.A1	149.90	70.3	-	8,15
BOEING	B-767-200/200ER	CF6-80C2B2	300.00	70.3	1	8,15
BOEING	B-767-300/300ER	PW4060	315.00	70.3	5	8,15
BOEING	B-767-300/300ER	PW4060	315.00	70.3	5	8,15
IAI	1124A WESTWIND II	TFE731-3-1G	23.50	70.3	12	15
IAI	1125 ASTRA	TFE731-3A-200G	23.50	70.3	12	8,15
PIPER	PA-42 CHEYENNE	PT6A-41	10.50	70.3	-	10,11
CESSNA	206	IO-520-A	3.30	70.2	-	11
CASA AIRCRAFT	CN-235-200	CT7-9C	34.80	70.1	10	15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BEECH	35-C33A	I0-520-B	3.30	70.0	-	11
BEECH	F33A	I0-520-B	3.40	70.0	-	11
BEECH	K35,M35	IO-470-C	3.00	70.0	-	11
CESSNA	182P	O-470-S	3.00	70.0	-	10,11
CESSNA	320C	TSIO-470-D	5.20	70.0	-	11
CESSNA	337H	IO-360-G	4.60	70.0	-	11
PIPER	601P	IO-540-S1A5	6.00	70.0	-	11
PIPER	PA-31-325	TIO-540-F2BD	6.50	70.0	-	11
PIPER	PA-32R-301	IO-540-K1G5D	3.60	70.0	-	11
PIPER	PA-46-31P MALIBU	TSIO-520-BE	4.10	70.0	-	11
BOEING	B-757-200	PW-2037(BG-3)	220.00	69.9	5	8,15
DASSAULT	FALCON 900	TFE731-5BR-1C	46.50	69.9	20	8,15
FOKKER	F100	RR TAY MK650-15	98.00	69.9	-	8,15
FOKKER	F100	RR TAY MK650-15	98.00	69.9	-	8,15
AVRO	146-RJ 70	LF507-1F	84.00	69.8	18	8,15,22
AVRO	146-RJ 70	LF507-1F	84.00	69.8	18	8,15,22
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	27.40	69.7		8,15,20
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	27.40	69.7		8,15
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	27.40	69.7		8,15
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	27.40	69.7		8,15,20
BEECH	H18	R-985AN-14B	9.90	69.6	-	11
BOEING	B-757-200	PW2037	220.00	69.6		8,15
BOEING	B-757-200	PW2037	220.00	69.6		8,15
FAIRCHILD	SA227-AT MERLIN III C	TPE-331-10U	13.20	69.5	-	5,11
CESSNA	CITATION V (560)	JT15D-5A	16.30	69.4		8,15
DASSAULT	FALCON 10	TFE731-2	19.30	69.4	15	8,15
DASSAULT	FALCON 10	TFE731-2	19.30	69.4	15	8,15
CESSNA	CITATION III (650)	TFE731-3B-100S	22.00	69.3	7	7,8,15
CESSNA	CITATION III (650)	TFE731-3B-100S	22.00	69.3	7	7,8,15
CESSNA	CITATION VI (650)	TFE731-3C-100S	22.00	69.3		8,15
DASSAULT	FALCON 20-C5/D5/E5	TFE731-5AR-2C	29.10	69.2		8,15,27
DASSAULT	FALCON 900	TFE731-5AR-1C	45.50	69.2	7	8,15
FAIRCHILD	SA226-AC METRO III	TPE-331-11U	14.50	69.2	-	10,11
FAIRCHILD	SA227-AT MERLIN IV C	TPE-331-11U	14.50	69.2	-	10,11
FOKKER	F70	RR TAY MK620-15	92.00	69.2		8,15
BAe	BAe-146-100A	ALF-502R-3A/-5	76.00	69.1	18	8,15,22
BEECH	V35B (3BLD)	I0-520-B	3.40	69.0	-	11
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	295.00	69.0	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	295.00	69.0	5	8,15
CESSNA	180	O-470-J	2.80	69.0	-	11
CESSNA	182Q	O-470-U	3.00	69.0	-	10,11
DEHAVILLAND	DHC-7	PT6A-50	45.50	69.0		15
MCDONNELL DOUG.	MD-90-30	V2528-D5	156.00	69.0	5	8,15
PIPER	PA-31-310	TIO-540-A2C	6.50	69.0	-	11
PIPER	PA-32R-301T	TIO-540-S1AD	3.60	69.0	-	11

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-767-300/300ER	PW4056	295.00	68.9	5	8,15
BOEING	B-767-300/300ER	PW4056	295.00	68.9	5	8,15
FAIRCHILD	SA226-T(B) MERLIN IIIB	TPE-331-10U	12.50	68.9		5,11
LEARJET	LEARJET 31	TFE731-2-3B	17.00	68.9		13,15
BEECH	SUPER KINGAIR 200	PT6A-41	12.50	68.8	-	11
BEECH	SUPER KINGAIR B200	PT6A-41	12.50	68.8	-	10,11
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	12.50	68.8	-	5,11
CASA AIRCRAFT	CN-235-100	CT7-9C	33.30	68.8	10	15
CESSNA	CITATION III (650)	TFE731-3B-100S	21.50	68.8	7	8,15
CESSNA	560	JT15D-5A	15.90	68.7	7	8,15
AEROSPATIALE	ATR42-300	PW120/HIS 14SF5	37.26	68.4	15	15
LEARJET	LEARJET 55B	TFE731-3A-2B	21.50	68.4	-	
SHORTS	SD3-60-300	PT6A-67R	27.10	68.3	15	13
RAYTHEON	HAWKER 125-800XP	TFE731-5BR-1H	28.00	68.2	0	8,15
BOEING	B-757-200	RB211-535E4	220.00	68.1		8,15,36
BOEING	B-757-200	RB211-535E4	220.00	68.1	5	8,15,36
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	29.10	68.1		8,15,27
BEECH	C90	PT6A-21	9.70	68.0	-	10
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.20	68.0	-	11
CASA AIRCRAFT	C-212-DE	PT6A-5B	16.98	68.0	10	15
CESSNA	170B	C-145-2H	2.20	68.0	-	11
CESSNA	310Q	IO-470-V0	5.20	68.0	-	10,11
CESSNA	402C	TSIO-520-VB	6.90	68.0	-	11
PIPER	PA-23-250	IO-540-C4B5	5.20	68.0	-	11
PIPER	PA-28-236	O-540-J3A5D	3.00	68.0	-	11
BOEING	B-757-200	PW2040	220.00	67.9	5	8,15
BOEING	B-757-200	PW2040	220.00	67.9		8,15
SHORTS	3-60	PT6A-65R	26.40	67.9	5	8,15
BEECH	A36 BONANZA	IO-550-B	3.65	67.8	-	11
BOEING	B-757-200	RB211-535E4	220.00	67.8	-	8,15,35
BOEING	B-757-200	RB211-535E4	220.00	67.8	-	8,15,35
AEROSPATIALE	ATR42-320	PW121/HIS 14SF5	37.26	67.7	15	15
BOEING	B-767-300/300ER	CF6-80C2B6	288.70	67.6	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	288.70	67.6	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	288.70	67.6	5	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	288.70	67.6	5	8,15
CANADAIR	CHALLENGER CL-600	ALF-502L	41.25	67.5	20	15
CESSNA	CITATION II (550)	JT15D-4	14.60	67.4		8,15
IAI	1124 WESTWIND	TFE731-3-1G	22.90	67.4	20	8,15
CESSNA	CITATION I	JT15D-1A	11.90	67.3	15	15
CANADAIR	RJ (CL-600-2B19)	CF34-3A1	53.00	67.2	20	15
BOEING	B-757-200	RB211-535E4B	220.00	67.1		8,15,36
BOEING	B-757-200	RB211-535E4B	220.00	67.1	5	8,15,36
CESSNA	CITATION ULTRA (560)	JT15D-5D	16.30	67.1		8,15
DEHAVILLAND	DHC-8 314	PW123	43.00	67.1		8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	***TAKEOFF***			NOTES
			TOGW 1000 LBS	EST	DBA	
AEROSPATIALE	ATR72-210	PW127/HS 247F	48.50	67.0	15	8,15
BEECH	58 (2BLD)	I0-520-C	5.40	67.0	-	11
BEECH	58TC	TSIO-520-WB	6.20	67.0	-	10,11
BEECH	E55 (2 BLD)	I0-520-C	5.30	67.0	-	11
CANADAIR	CHALLENGER CL-601	CF34-1A	45.10	67.0	20	15
CESSNA	401	TSIO-520-E	6.30	67.0	-	11
CESSNA	414A	TSIO-520-N	6.80	67.0	-	11
CESSNA	500	JT15D-1	10.90	67.0	15	15
DEHAVILLAND	DHC-6	PT6A-27	12.50	67.0	-	4
DEHAVILLAND	DHC-6	PT6A-27	12.50	67.0	-	4
LEARJET	LEARJET 55	TFE731-3B	20.50	67.0	-	15
PIPER	PA-28RT-201(2BLD)	I0-360-C1C6	2.80	67.0	-	11
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FB	2.90	67.0	-	11
CANADAIR	CHALLENGER CL-600	ALF-502L	40.40	66.9	20	12
AEROSPATIALE	ATR42-320	PW121/HS 14SF5	35.60	66.7	15	15
BOEING	B-757-200	RB211-535E4B	220.00	66.7	-	8,15,35
BOEING	B-757-200	RB211-535E4B	220.00	66.7	-	8,15,35
DEHAVILLAND	DHC-8 102	PW120	34.50	66.7	-	15
AEROSPATIALE	ATR42-300	PW120/HS 14SF5	34.72	66.5	15	15
BEECH	1900/1900C	PT6A-65B	16.60	66.5	-	10
CANADAIR	CHALLENGER CL-601	CF34-3A/A1/A2	45.10	66.5	20	15
AEROSPATIALE	ATR72-210	PW127/HS 247F	47.40	66.4	15	8,15
CANADAIR	CHALLENGER CL-601	CF34-1A	43.10	66.4	-	15
DEHAVILLAND	DHC-8 106	PW121	36.30	66.4	-	15
DEHAVILLAND	DHC-8 201/202	PW123	36.30	66.4	-	15
DORNIER	DORNIER 228	TPE-331-5-252D	13.10	66.3	-	
BEECH	B200/T/CT/C,C-12F(4 BLD)	PT6A-42	12.50	66.1	-	
BEECH	58P	TSIO-520WB	6.20	66.0	-	10,11
BEECH	99A	PT6A-27	10.40	66.0	-	4
BEECH	B80	IGSO-540-A1D	8.80	66.0	-	11
CESSNA	185F	I0-520-D	3.40	66.0	-	11
CESSNA	340A	TSIO-520-MB	6.00	66.0	-	11
GULFSTREAM	690B	TPE-331-5-251K	10.30	66.0	-	10
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.00	66.0	-	4
PIPER	PA-60-600	IO-540-K1J5	5.50	66.0	-	11
PIPER	PA-602P	IO-540-AA1A5	6.00	66.0	-	11
BEECH	65 QUEENAIR	IGSO-480-A1B6	7.70	65.9	-	11
CASA AIRCRAFT	C-212-CC	TPE 331-10/10R-501C/511	16.98	65.7	10	15
CASA AIRCRAFT	C-212-CF	TPE 331-10R-501C/511C	16.98	65.7	10	15
DEHAVILLAND	DHC-8 103	PW121	34.50	65.7	-	15
LEARJET	LEARJET 35 W/CENTURY III	TFE731-2	17.00	65.6	-	8,15
LEARJET	LEARJET 36 W/CENTURY III	TFE731-2	17.00	65.6	-	8,15
CESSNA	CITATION VII (650)	TFE731-4R-3S	22.45	65.4	-	8,15
DEHAVILLAND	DHC-8 311	PW123	43.00	65.4	-	8,15
FOKKER	F70	RR TAY MK620-15	81.00	65.4	-	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

*****TAKEOFF*****

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
SAAB FAIRCHILD	SF340	GE CT7-5A2	27.30	65.3	15	12
BEECH	58/58A BARON (3 BLD)	IO-550-C	5.50	65.1	-	11
LEARJET	LEARJET 35A/36A	TFE731-2	18.30	65.1	8	8,15
BEECH	A24R	IO-360-A1B6	2.80	65.0	-	11
BELLANCA	17-30A	IO-540-T4B5D	3.30	65.0	-	4
CESSNA	177RG	IO-360-A1B6	2.80	65.0	-	11
CESSNA	310R	TSIO-520-BB	5.50	65.0	-	11
MOONEY	M20C	O-360-A1D	2.60	65.0	-	11
PIPER	PA-24-260	IO-540-B1A5	3.20	65.0	-	11
CESSNA	CARAVAN I	PT6A-114	7.30	64.9	10	
GULFSTREAM	GULFSTREAM IV - SP	RR TAY 611-8	74.60	64.9	20	8,15
CESSNA	S550 (SII)	JT15D-4B	15.10	64.8	7	8,15
MOONEY	M20M	TIO-540-AF1A	3.37	64.8		11,21
BEECH	300/300C KING AIR	PT6A-60A	14.00	64.7	-	
CASA AIRCRAFT	C-212-CD	TPE 331-10R-512C/502C	16.98	64.7	10	15
CASA AIRCRAFT	C-212-CE	TPE 331-10R-512C/502C	16.98	64.7	10	15
CASA AIRCRAFT	C-212-DF	TPE 331-10R-502C/512C/5	16.98	64.7	10	15
GULFSTREAM	GULFSTREAM IV	RR TAY 611-8	73.20	64.2	10	8,15
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	29.00	64.2	15	8,15
SAAB	SF340B (Dowty props)	GE CT7-9B	29.00	64.1	15	8,15
DASSAULT	FALCON 2000	CFE738-1-1B	36.50	64.0	20	8,15
GULFSTREAM	680FL	IGSO-540-B1A	8.50	64.0	-	11
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.00	64.0	-	4
PIPER	PA-34-200T	TSIO-360-E	4.80	64.0	-	11
PIPER	PA-34-220T	TSIO-360-KB	4.75	64.0	-	11
MOONEY	M20M	TIO-540-AF1A	3.20	63.9		11,21
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.90	63.8	15	4
JETSTREAM	JETSTREAM 31	TPE331-10U-501H	15.20	63.7	-	15
SAAB	2000	AE2100A	49.60	63.5	15	8,15
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	28.50	63.5	15	8,15
SAAB	SF340B (Dowty props)	GE CT7-9B	28.50	63.4	15	8,15
EMBRAER	EMB-120 BRASILIA	PW115	21.20	63.2	15	12
MAULE	MX7-235	0540-JIA5D	2.50	63.2	-	11
BEECH	58 (3BLD)	IO-520-C	5.40	63.0	-	11
BEECH	B60	TI0-541-E1C4	6.80	63.0	-	10,11
BEECH	C24R	IO-360-A1B6	2.80	63.0	-	11
BEECH	E55 (3BLD)	IO-520-C	5.30	63.0	-	11
CESSNA	172N	O-320-H2AD	2.30	63.0	-	10
CESSNA	CONQUEST I	PT6A-112	8.20	63.0	-	10,11
CESSNA	CONQUEST II	TPE-331-8	9.80	63.0	-	5,11
GULFSTREAM	112	IO-360-C1D6	2.70	63.0	-	11
GULFSTREAM	GA-7	O-320-D1D	3.80	63.0	-	4
PIPER	PA-28-200	IO-360-C1C	2.70	63.0	-	
SAAB	SF340A (Dowty props)	GE CT7-5A2	28.00	62.9	15	8,15
CANADAIR	RJ(CL-600-2B19)	CF34-3A1	47.50	62.7	20	15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

TAKEOFF

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	EST DBA	FLAPS	NOTES
SAAB	SF340A (Dowty props)	GE CT7-5A2	27.27	62.7	15	8,15
CESSNA	CITATION II (550)	JT15D-4	13.30	62.6	15	15
BEECH	76	IO-360-A1G6D	3.90	62.0	-	11
BEECH	A100	PT6A-28	11.50	62.0	-	4
BEECH	F90 KINGAIR	PT6A-135	10.90	62.0	-	5,11
GULFSTREAM	695	TPE-331-10	10.30	62.0	-	5,15
GULFSTREAM	695 COMMANDER 980	TPE-331-10	10.30	62.0	-	5,11
PIPER	PA-31T	PT6A-28	9.00	62.0	-	4
PIPER	PA-44-180	O-360-E1A6D	3.80	62.0	-	11
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	3.90	62.0	-	11
GULFSTREAM	690D COMMANDER 900	TPE-331-5	10.70	61.7	-	10
GULFSTREAM	695A COMMANDER 1000	TPE-331-10	11.20	61.6	-	5,11
BEECH	B100 KINGAIR	TPE-331-6	11.80	61.5	-	11
GULFSTREAM	690C COMMANDER 840	TPE-331-5	10.30	61.3	-	5,11
CESSNA	172	O-320-E2D	2.30	61.0	-	11
CESSNA	404	GTSIO-520-M	8.40	61.0	-	11
CESSNA	421C	GTSIO-520-L	7.50	61.0	-	11
LEARJET	LEARJET 60	PW305A	23.10	60.9	-	8,15
CESSNA	CITATION JET (525)	FJ44-1A	10.40	60.3	-	8,15
GULFSTREAM	AA-5A	O-320-E2G	2.20	60.0	-	11
PIPER	PA-28-140	O-320-E3D	2.20	60.0	-	11
PIPER	PA-28-151	O-320-E3D	2.20	60.0	-	11
PIPER	PA-28-181	O-360-A4M	2.55	60.0	-	11
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	3.90	60.0	-	11
BEECH	C23	O-360-A4K	2.50	59.0	-	11
GULFSTREAM	560E	GO-480-C1B6	6.50	59.0	-	11
PIPER	PA-28-161	O-320-D3G	2.40	59.0	-	11
BEECH	A-23	IO-360-A	2.40	58.0	-	11
BEECH	D95A TRAVELAIR	IO-320-B1B	4.20	58.0	-	11
BELLANCA	8GCBC	O-360-C2E	2.20	58.0	-	11
MOONEY	M20J	IO-360-A1B6D	2.70	58.0	-	4
CLASSIC AIRCRAFT	WACO CLASSIC F-5	R-755-B2	2.70	57.8	-	11
GULFSTREAM	AA-5B TIGER	O-360-A4K	2.20	57.4	-	10,11
GULFSTREAM	AA-1B	O-235	1.60	57.1	-	11
PIPER	CHEYENNE 400LS	TPE-331-14	12.05	57.0	-	11
BEECH	77	O-235-L2C	1.70	56.0	-	11
CESSNA	150	O-200-A	1.60	56.0	-	11
PIPER	PA-30 TWIN COMANCHE	IO-320-B	3.60	56.0	-	11
PIPER	PA-38-112	O-235-L2C	1.70	56.0	-	11
CESSNA	150M	O-200-A	1.60	55.0	-	11
CESSNA	152	O-235-L2C	1.70	55.0	-	11
PIPER	PA-18-150	O-320-A2B	1.80	53.0	-	11
BELLANCA	7GCAA	O-320-A2B	1.70	51.0	-	4

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

*****APPROACH*****

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
CONCORDE	CONCORDE	O-593/M-602		109.5	-	4,8
LOCKHEED	1329 JETSTAR	JT12A-8	35.00	101.0	50	8,13
IAI	1121 COMMODORE	CJ610-5	18.50	100.0	-	4
IAI	1123 WESTWIND	CJ610-9	19.00	99.0	-	4
MESSERSCHMITT	HFB-320 HANSA	CJ610-9	19.40	99.0	-	13
RAYTHEON	HAWKER 125- 3A/R	VIPER-522	20.00	98.7	50	8,15
RAYTHEON	HAWKER 125- 3A/RA	VIPER-522	20.00	98.7	45	8,15
RAYTHEON	HAWKER 125- 400A	VIPER-522	20.00	98.7	45	8,15
BAe	1-11-500	SPEY-MK512	87.00	98.6	45	4
BAe	1-11-500	SPEY-MK512	87.00	98.6	45	4
RAYTHEON	HAWKER 125- 1A	VIPER-522	19.60	98.5	50	8,15
BOEING	B-707-300B/C COMTRAN QN	JT3D-3B	247.00	98.4	25	8
BOEING	B-747-100	JT9D-7F	585.00	97.8	30	4,6
BOEING	B-747-100	JT9D-7FWET	585.00	97.8	30	4,6
BOEING	B-747-100	JT9D-7WET	585.00	97.3	30	4,6
MCDONNELL DOUG.	DC-10-30	CF6-50C1	411.00	97.3	50	15
BOEING	B-747-100	JT9D-7	564.00	97.2	30	4,6
BOEING	B-747-200	JT9D-7FWET	630.00	97.2	30	4,6
BOEING	B-747-200	RB211-524B	630.00	97.2	30	4
MCDONNELL DOUG.	DC-10-30	CF6-50C1	403.00	97.1	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	403.00	97.1	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	403.00	97.1	50	15
BOEING	B-747-200/300	RB211-524C2	585.00	96.8	30	15
BOEING	B-747-200	JT9D-7WET	630.00	96.7	30	4,6
BOEING	B-747-200	JT9D-7F	564.00	96.6	30	4,6
BOEING	B-747-200/300	RB211-524C2	564.00	96.5	30	15
MCDONNELL DOUG.	DC-10-30	CF6-50CA	424.00	96.3	50	15
BAe	1-11-400	SPEY-MK511	78.00	96.2	45	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C	411.00	96.2	50	15
BOEING	B-747-200	JT9D-3AWET	585.00	96.1	30	4,6
BOEING	B-747-200	JT9D-7	564.00	96.1	30	4,6
BOEING	B-747-SR	JT9D-7A	564.00	96.1	30	4,6
BOEING	B-727-100	JT8D-9FCD	137.50	96.0	40	3,8,15
BOEING	B-727-100	JT8D-9FCD	137.50	96.0	40	3,8,15
MCDONNELL DOUG.	DC-08-63 W/ADC QN	JT3D-3B	245.00	96.0	50	8,15
MCDONNELL DOUG.	DC-09-30	JT8D-7	99.00	96.0	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50A	403.00	96.0	50	15
RAYTHEON	HAWKER 125- 600A	VIPER 601-22	22.00	96.0	45	8,15,16
BOEING	B-747-200	JT9D-3A	564.00	95.9	30	4,6
BOEING	B-747-200/300	RB211-524C2	666.00	95.9	25	15
MCDONNELL DOUG.	DC-08-63F W/ADC QN	JT3D-7	245.00	95.9	50	8,15
MCDONNELL DOUG.	DC-09-10	JT8D-7	81.70	95.7	50	8,15
MCDONNELL DOUG.	DC-10-10	CF6-6D	363.50	95.7	50	15
MCDONNELL DOUG.	DC-10-10	CF6-6D1	363.50	95.7	50	15
BOEING	B-747-SR	JT9D-7A	564.00	95.6	30	4,6

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
MCDONNELL DOUG.	DC-08-63 W/TNC QN	JT3D-3B	250.00	95.4	50	8,15
SABRELINER CORP.	SABRE 60A	JT12A-8	20.60	95.4	-	8,12
BOEING	B-747-200/300	RB211-524C2	564.00	95.3	25*	15
BOEING	B-747-200	JT9D-70A	630.00	95.2	30	4
MCDONNELL DOUG.	DC-08-63 W/TNC QN	JT3D-7	275.00	95.2	35	8,15
MCDONNELL DOUG.	DC-10-10	CF6-6D	363.50	95.1	50	15
MCDONNELL DOUG.	DC-10-30	CF6-50C2	411.00	95.1	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2B	411.00	95.1	50	8,15
BOEING	B-747-200/300	CF6-80C2B1F	666.00	95.0	30	8,15
MCDONNELL DOUG.	DC-10-40	JT9D-20	403.00	94.9	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	403.00	94.9	35*	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	403.00	94.9	35*	15
BOEING	B-747-200/300	CF6-50E	630.00	94.8	30	8,15
FOKKER	F-28 MK1000	SPEY MK555-15	59.00	94.7	42	4
LEARJET	LEARJET 24D	CJ610-6	11.90	94.7	40	4,8,17
MCDONNELL DOUG.	DC-10-10	CF6-6D1	363.50	94.7	50	15
BOEING	B-727-100	JT8D-7FCD	137.50	94.5	40	3,8,14,15
MCDONNELL DOUG.	DC-08-50 W/QNC QN	JT3D-3B	240.00	94.5	-	8,12
MCDONNELL DOUG.	DC-08-61 W/QNC QN	JT3D-3B	240.00	94.5	-	8,12
MCDONNELL DOUG.	DC-10-40	JT9D-20	403.00	94.5	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	403.00	94.5	50	15
BOEING	B-747-200/300	CF6-50E	564.00	94.4	30	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	666.00	94.4	30	8,15
BAe	1-11-200	SPEY-MK506	71.00	94.3	45	15
BOEING	B-747-400	PW4056 PKG A (FB2T)	652.00	94.3	30	8,15
BOEING	B-747-400F	CF6-80C2B1F	666.00	94.3	30	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	666.00	94.3	30	8,15
BOEING	B-747-200/300	CF6-50E2	630.00	94.2	30	8,15
BOEING	B-747-400	CF6-80C2B1F	652.00	94.2	30	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	652.00	94.2	30	8,15
BOEING	B-747-400D	CF6-80C2B1F	630.00	94.2	30	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	630.00	94.2	30	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2	403.00	94.2	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2B	424.00	94.2	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-6K	403.00	94.2	50	15
BOEING	B-747-200/300	RB211-524D4	666.00	94.1	30	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	564.00	94.1	25*	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	630.00	94.1	25*	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	630.00	94.1	30	8,15
FOKKER	F-28 MK1000	SPEY MK555-15	59.00	94.1	42	4
BOEING	B-747-400	PW4056 PKG A (FB2T)	652.00	94.0	25*	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	666.00	94.0	25*	8,15
BOEING	B-747-100	CF6-45A2	605.00	93.9	30	8,15
BOEING	B-747-100	CF6-50E2	605.00	93.9	30	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	652.00	93.9	30	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-747-400	PW4056 PKG A (FB2T)	564.00	93.9	30	8,15
BOEING	B-747-400D	CF6-80C2B1F	564.00	93.9	30	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	564.00	93.9	30	8,15
BOEING	B-747-400F	CF6-80C2B1F	630.00	93.9	30	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	630.00	93.9	30	8,15
BOEING	B-747-200/300	CF6-50E	666.00	93.8	25	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	652.00	93.8	30	8,15
LEARJET	LEARJET 25B/C	CJ610-6	13.30	93.8	40	4,8,18
MCDONNELL DOUG.	DC-09-30	JT8D-9	99.00	93.8	50	8,15
SABRELINER CORP.	SABRE 70	JT12A-8	18.50	93.8	-	8,12
BOEING	B-747-200/300	CF6-80C2B1F	564.00	93.7	30	8,15
BOEING	B-747-200/300	RB211-524D4	564.00	93.5	30	8,15
BOEING	B-747-200/300	RB211-524D4	666.00	93.5	25*	8,15
BOEING	B-747-200/300	RB211-524D4	564.00	93.5	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	652.00	93.5	30	8,15
BOEING	B-747-SP	JT9D-7FWET	475.00	93.5	30	4,6
MCDONNELL DOUG.	DC-08-63 (BAC/BACII)	JT3D-7	275.00	93.5	35	8,15,16
MCDONNELL DOUG.	DC-08-63 (BAC/R1)	JT3D-7	275.00	93.5	35	8,15,16
MCDONNELL DOUG.	DC-10-30	CF6-50C1	421.00	93.5	35*	15
BOEING	B-747-100	CF6-45A2	564.00	93.4	30	8,15
BOEING	B-747-100	CF6-50E2	564.00	93.4	30	8,15
BOEING	B-747-200/300	CF6-50E2	564.00	93.4	30	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	564.00	93.4	30	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50A	403.00	93.4	35*	15
BOEING	B-747-200/300	CF6-80C2B1F	666.00	93.3	25*	8,15
BOEING	B-747-400	CF6-80C2B1F	564.00	93.3	30	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	564.00	93.3	30	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	564.00	93.3	30	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	652.00	93.2	25*	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	564.00	93.1	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	652.00	93.1	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	564.00	93.1	30	8,15
BOEING	B-747-400F	RB211-524G	666.00	93.1	30	8,15
BOEING	B-747-400F	RB211-524H	666.00	93.1	30	8,15
BOEING	B-747-SP	JT9D-7A	450.00	93.1	30	4,6
BOEING	B-747-SP	JT9D-7F	475.00	93.1	30	4,6
DASSAULT	FALCON 20	CF700-2D-2	27.30	93.1	40	8,15
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-7	250.00	93.1	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-7	250.00	93.1	35	8,15,16
BOEING	B-747-200/300	CF6-50E2	666.00	93.0	25	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2B)	564.00	93.0	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	652.00	93.0	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	564.00	93.0	25*	8,15
BOEING	B-747-400	RB211-524G	652.00	93.0	30	8,15
BOEING	B-747-400	RB211-524H	652.00	93.0	30	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

*****APPROACH*****

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-747-400D	CF6-80C2B1F	630.00	93.0	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	630.00	93.0	25*	8,15
BOEING	B-747-400F	CF6-80C2B1F	666.00	93.0	25*	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	666.00	93.0	25*	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	666.00	93.0	30	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50A	403.00	93.0	35*	15
BOEING	B-747-200/300	CF6-50E	564.00	92.9	25*	8,15
BOEING	B-747-400	CF6-80C2B1F	652.00	92.9	25*	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	652.00	92.9	25*	8,15
BOEING	B-747-400	RB211-524G	585.00	92.8	25	8,15
BOEING	B-747-400	RB211-524H	585.00	92.8	25	8,15
BOEING	B-747-400F	CF6-80C2B1F	630.00	92.8	25*	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	630.00	92.8	25*	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	630.00	92.8	30	8,15
BOEING	B-747-400F	RB211-524G	630.00	92.8	30	8,15
BOEING	B-747-400F	RB211-524H	630.00	92.8	30	8,15
BOEING	B-747-SP	JT9D-7A	450.00	92.8	30	4,6
BOEING	B-747-200/300	CF6-80C2B1F	564.00	92.7	25*	8,15
LOCKHEED	L-1011-1	RB211-22C	358.00	92.7	42	
BOEING	B-747-100	CF6-45A2	605.00	92.6	25*	8,15
BOEING	B-747-100	CF6-50E2	605.00	92.6	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F	564.00	92.6	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	564.00	92.6	25*	8,15
BOEING	B-747-400F	RB211-524G	630.00	92.6	25*	8,15
BOEING	B-747-400F	RB211-524H	630.00	92.6	25*	8,15
BAe	1-11-400	MK511-W/HUSHKIT	78.00	92.5	45	15
BOEING	B-747-400	CF6-80C2B1F	564.00	92.5	25*	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	564.00	92.5	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	652.00	92.5	30	8,15,23
BOEING	B-747-400	RB211-524G	652.00	92.5	25*	8,15
BOEING	B-747-400	RB211-524H	652.00	92.5	25*	8,15
BOEING	B-747-400F	RB211-524G	666.00	92.5	25*	8,15
BOEING	B-747-400F	RB211-524H	666.00	92.5	25*	8,15
BOEING	B-747-400	RB211-524G	564.00	92.4	30	8,15
BOEING	B-747-400	RB211-524H	564.00	92.4	30	8,15
BOEING	B-747-100	CF6-45A2	564.00	92.3	25*	8,15
BOEING	B-747-100	CF6-50E2	564.00	92.3	25*	8,15
BOEING	B-747-200/300	CF6-50E2	564.00	92.3	25*	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	666.00	92.3	25*	8,15
BOEING	B-767-300	JT9D-7R4D(B)	320.00	92.3	30	8,15
BOEING	B-767-300	JT9D-7R4E	320.00	92.3	30	8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	110.00	92.3	50	1,8,15
BOEING	B-727-100	JT8D-9FCD	137.50	92.2	30*	3,8,15
BOEING	B-747-400F	PW4056 FB2B/2C	630.00	92.2	25*	8,15
MCDONNELL DOUG.	DC-09-30	JT8D-17	101.00	92.2	50	1,8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

*****APPROACH*****

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-737-200	JT8D-15QN	101.00	92.1	40	2,8,15
LOCKHEED	L-1011	RB211-22B	358.00	92.1	42	4,5
BOEING	B-737-200	JT8D-9QN	101.70	92.0	40	2,8,14,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	564.00	92.0	30	8,15,23
LEARJET	LEARJET 24B/D W/RAISBECK	CJ610-6	11.90	92.0	40	8,13
LEARJET	LEARJET 25 B/C/D/F XR	CJ610-6/8A	13.30	92.0	40	8,13
MCDONNELL DOUG.	DC-09-50	JT8D-15	110.00	92.0	50	1,8,15
SABRELINER CORP.	SABRE 40A	JT12A-8	17.50	92.0	-	8,12
SABRELINER CORP.	SABRE 60	JT12A-8	17.50	92.0	24	8,12
BOEING	B-737-200	JT8D-15QN	101.00	91.9	40	2,8,15
BOEING	B-737-200	JT8D-9QN	103.00	91.9	40	2,8,14,15
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	652.00	91.9	25*	8,15,23
BOEING	B-747-400	PW4056 PHASE 3 (FB2C)	564.00	91.8	25*	8,15,23
AIRBUS	A-310-324	PW4152	271.16	91.6	40	8,15
AIRBUS	A-310-324	PW4152	273.37	91.6	40	8,15
BOEING	B-737-200	JT8D-17QN	101.00	91.6	40	2,8,14,15
AIRBUS	A-300B4-2C	CF6-50C	293.30	91.5	25	4,8,9
MORANE-SAULNIER	MS 760B (PARIS II)	MARBORE VI C2	6.96	91.5	55	19
AIRBUS	A-300B1	CF6-50A	269.00	91.4	25	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	281.10	91.4	15*	4,8,9
LOCKHEED	L-1011-1	RB211-22C	358.00	91.4	33*	
AIRBUS	A-300B2-K-3C	CF6-50C	286.70	91.3	25	4,8,9
BOEING	B-767-200	JT9D-7R4E	300.00	91.3	30	8,15
LOCKHEED	L-1011	RB211-22B	358.00	91.3	33*	4,5
BOEING	B-767-300	JT9D-7R4D(B)	280.00	91.2	30	8,15
BOEING	B-767-300	JT9D-7R4E	280.00	91.2	30	8,15
MCDONNELL DOUG.	DC-08-61 (BAC/BAC II)	JT3D-3B	240.00	91.2	35	8,15,16
MCDONNELL DOUG.	DC-10-10	CF6-6D	363.50	91.1	35*	15
BOEING	B-737-200	JT8D-17QN	103.50	91.0	40	2,8,14,15
SABRELINER CORP.	SABRE 80A	CF700-2D-2	22.00	91.0	-	12
AIRBUS	A-300B	CF6-50A	269.00	90.9	25	4,8
AIRBUS	A-300B2-1A	CF6-50A	286.70	90.9	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	286.70	90.9	25	4,8,9
MCDONNELL DOUG.	DC-09-30	JT8D-15	101.00	90.9	50	1,8,15
MCDONNELL DOUG.	DC-09-40	JT8D-11	102.00	90.9	50	1,8,15
MCDONNELL DOUG.	DC-09-40	JT8D-15	102.00	90.9	50	1,8,15
BOEING	B-737-200	JT8D-9QN	95.00	90.8	40	2,8,14,15
BOEING	B-767-300	JT9D-7R4D(B)	320.00	90.8	25*	8,15
BOEING	B-767-300	JT9D-7R4E	320.00	90.8	25*	8,15
LOCKHEED	L-1011-1	RB211-22C	358.00	90.8	33*	8
MCDONNELL DOUG.	DC-09-30	JT8D-9	99.00	90.8	50	1,8,15
AIRBUS	A-300B1	CF6-50A	269.00	90.7	15*	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	281.10	90.7	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	281.10	90.7	25	4,8,9
AIRBUS	A-300B2-K-3C	CF6-50C	286.70	90.7	15*	4,8,9

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-737-400	CFM56-3B-2	124.00	90.7	40	8,15
BOEING	B-737-400	CFM56-3C-1	124.00	90.7	40	8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	58.50	90.7	39	8,15,16
BOEING	B-727-200	JT8D-7QN	142.50	90.6	40	2,8,15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	58.50	90.6	39	8,15,16
MCDONNELL DOUG.	DC-09-30	JT8D-9	99.00	90.6	50	1,8,15
BOEING	B-767-300/300ER	PW4056	320.00	90.5	30	8,15
BOEING	B-767-300/300ER	PW4060	320.00	90.5	30	8,15
AIRBUS	A-300B2-1A	CF6-50A	286.70	90.4	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	286.70	90.4	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	281.10	90.4	15*	4,8,9
BOEING	B-737-300	CFM56-3-B1	121.00	90.4	40	8,15
BOEING	B-737-300	CFM56-3B-2	121.00	90.4	40	8,15
BOEING	B-737-400	CFM56-3-B1	121.00	90.4	40	8,15
BOEING	B-737-400	CFM56-3-B1	121.00	90.4	40	8,15
BOEING	B-737-400	CFM56-3B-2	121.00	90.4	40	8,15
BOEING	B-737-400	CFM56-3C-1	121.00	90.4	40	8,15
BOEING	B-767-200	JT9D-7R4D	257.00	90.4	30	8,15
BAe	1-11-200	MK506-W/HUSHKIT	71.00	90.3	45	15
BOEING	B-727-100 (Fed Ex)	JT8D-7	142.50	90.3	30	8,15,16,28
BOEING	B-727-200 (Fed Ex)	JT8D-7	150.00	90.3	30	8,15,24,29
BOEING	B-727-200 (Fed Ex)	JT8D-7	150.00	90.3	30	8,15,24,29
BOEING	B-767-300/300ER	CF6-80C2B7F	340.00	90.3	30	8,15
MCDONNELL DOUG.	DC-10-10	CF6-6D	363.50	90.3	35*	15
SABRELINER CORP.	SABRE 75A	CF700-2D-2	22.00	90.3	25	4
SABRELINER CORP.	SABRE 80	CF700-2D-2	22.00	90.3	25	12
BOEING	B-767-300/300ER	PW4056	280.00	90.2	30	8,15
BOEING	B-767-300/300ER	PW4056	320.00	90.2	25*	8,15
BOEING	B-767-300/300ER	PW4060	280.00	90.2	30	8,15
BOEING	B-767-300/300ER	PW4060	320.00	90.2	25*	8,15
MCDONNELL DOUG.	DC-10-40	JT9D-20	403.00	90.2	35*	15
AIRBUS	A-310-322	JT9D-7R4E1	273.37	90.1	40	8,15
AIRBUS	A-310-322	JT9D-7R4E1	271.16	90.1	40	8,15
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	88.00	90.1	40	8,15,30
BOEING	B-777-200	RR TRENT 875	445.00	90.1	30	8,15
BOEING	B-777-200	RR TRENT 875	445.00	90.1	30	8,15
BOEING	B-777-200	RR TRENT 877	445.00	90.1	30	8,15
BOEING	B-777-200	RR TRENT 877	445.00	90.1	30	8,15
DASSAULT	FALCON 20	CF700-2D-2	27.30	90.1	25*	8,15
AIRBUS	A-300B4-2C	CF6-50C	293.30	90.0	15*	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	293.30	90.0	15*	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	293.30	90.0	15*	4,8,9
BOEING	B-727-100 (Fed Ex)	JT8D-7	137.50	90.0	30	8,15,16,28
BOEING	B-757-200	RB211-535C	198.00	90.0	30	8,15
BOEING	B-767-200/200ER	PW4052	270.00	90.0	30	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-767-200/200ER	PW4052	285.00	90.0	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	340.00	90.0	30	8,15
LOCKHEED	L-1011-1	RB211-22C	358.00	90.0	33*	4,8
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-3B	250.00	90.0	35	8,15,16
MCDONNELL DOUG.	DC-09-40	JT8D-11	102.00	90.0	50	1,8,15
NIHON	YS-11A-200	DART MK 542	52.90	90.0	-	5
BOEING	B-727-200 (Fed Ex)	JT8D-17	166.00	89.9	30	8,15,25,28
BOEING	B-727-200 (Fed Ex)	JT8D-9	150.00	89.9	30	8,15,24,29
BOEING	B-767-300/300ER	PW4056	280.00	89.9	25*	8,15
BOEING	B-767-300/300ER	PW4060	280.00	89.9	25*	8,15
MCDONNELL DOUG.	DC-09-30	JT8D-7	99.00	89.9	50	1,8,15
BOEING	B-737-500	CFM56-3-B1	114.00	89.8	40	8,15
BOEING	B-737-500	CFM56-3-B1(R)	114.00	89.8	40	8,15
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-3B	240.00	89.8	35	8,15,16
MCDONNELL DOUG.	DC-10-10	CF6-6D1	363.50	89.8	35*	15
BOEING	B-767-300	JT9D-7R4D(B)	280.00	89.7	25*	8,15
BOEING	B-767-300	JT9D-7R4E	280.00	89.7	25*	8,15
GULFSTREAM	GULFSTREAM IIIB/GIII	SPEY MK511-8	58.50	89.7	39	8,15,16
LEARJET	LEARJET 23	CJ610-1	11.90	89.7	-	4,8
BOEING	B-727-100 (Dee Hwd)	TAY651-54	137.50	89.6	40	8,15
BOEING	B-727-100 (Fed Ex)	JT8D-9	142.50	89.6	30	8,15,16,29
BOEING	B-727-200 (Fed Ex)	JT8D-15	161.00	89.6	30	8,15,25
BOEING	B-727-200 (Fed Ex)	JT8D-17	161.00	89.6	30	8,15,25,28
BOEING	B-727-200 (Fed Ex)	JT8D-9	160.00	89.6	30	8,15,25,28
BOEING	B-727-200 (Fed Ex)	JT8D-9	154.50	89.6	30	8,15,24,28
BOEING	B-737-300	CFM56-3-B1	110.00	89.5	40	8,15
BOEING	B-737-300	CFM56-3B-2	110.00	89.5	40	8,15
BOEING	B-767-200	JT9D-7R4E	300.00	89.5	25*	8,15
LOCKHEED	L-188	501-D13	95.70	89.5	-	4,8
MCDONNELL DOUG.	DC-09-50	JT8D-15	110.00	89.5	-	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-15	110.00	89.5	40*	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	110.00	89.5	40*	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	104.00	89.5	-	1,8,15
BOEING	B-727-200 (Fed Ex)	JT8D-9	150.00	89.4	30	8,15,24,28
BOEING	B-767-300	CF6-80A	320.00	89.4	30	8,15
BOEING	B-767-300	CF6-80A2	320.00	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	320.00	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	320.00	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	320.00	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	320.00	89.4	30	8,15
LEARJET	LEARJET 24D	CJ610-6	11.90	89.4	40	8
MCDONNELL DOUG.	DC-10-40	JT9D-20	403.00	89.4	35*	15
BOEING	B-767-300/300ER	CF6-80C2B4	320.00	89.3	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	320.00	89.3	30	8,15
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-3B	250.00	89.3	35	8,15,16

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

*****APPROACH*****

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
AIRBUS	A-310-221	JT9D-7R4D1	267.85	89.2	40	8,15
AIRBUS	A-310-222	JT9D-7R4E1	267.85	89.2	40	8,15
AIRBUS	A-310-222	JT9D-7R4E1	268.96	89.2	40	8,15
BOEING	B-757-200	RB211-535C	210.00	89.2	30	8,15
BOEING	B-757-200	RB211-535C	210.00	89.2	25*	8,15
BOEING	B-767-200	JT9D-7R4D	270.00	89.2	25*	8,15
BOEING	B-767-300	CF6-80A	320.00	89.2	25*	8,15
BOEING	B-767-300	CF6-80A	280.00	89.2	30	8,15
BOEING	B-767-300	CF6-80A2	280.00	89.2	30	8,15
BOEING	B-767-300	CF6-80A2	320.00	89.2	25*	8,15
BOEING	B-767-300/300ER	RB211-524G	320.00	89.2	30	8,15
BOEING	B-767-300/300ER	RB211-524H	320.00	89.2	30	8,15
AIRBUS	A-310-304	CF6-80C2A2	273.37	89.1	40	8,15
AIRBUS	A-310-304	CF6-80C2A2	273.37	89.1	40	8,15
BOEING	B-727-100	JT8D-7FCD	137.50	89.1	30*	3,8,14,15
BOEING	B-727-100	JT8D-7FCD	137.50	89.1	30*	3,8,14,15
BOEING	B-737-500	CFM56-3-B1	105.00	89.1	40	8,15
BOEING	B-737-500	CFM56-3-B1(R)	105.00	89.1	40	8,15
BOEING	B-767-200/200ER	CF6-80A	257.00	89.1	30	8,15
BOEING	B-767-200/200ER	PW4056	270.00	89.1	30	8,15
BOEING	B-767-300	CF6-80A	280.00	89.1	25*	8,15
BOEING	B-767-300	CF6-80A2	280.00	89.1	25*	8,15
MCDONNELL DOUG.	DC-09-10	JT8D-7	81.70	89.1	50	1,8,15
AIRBUS	A-310-204	CF6-80C2A2	268.96	89.0	40	8,15
AIRBUS	A-310-204	CF6-80C2A2	268.96	89.0	40	8,15
AIRBUS	A-310-221	JT9D-7R4D1	261.24	89.0	40	8,15
BOEING	B-777-200	PW4077	445.00	89.0	30	8,15
BOEING	B-777-200	PW4077	445.00	89.0	30	8,15
AEROSPATIALE	NORD-262C	BASTAN-VIIA	22.70	88.9	-	4,8
AIRBUS	A-310-308	CF6-80C2A8	273.37	88.9	40	8,15
AIRBUS	A-310-308	CF6-80C2A8	273.37	88.9	40	8,15
BOEING	B-727-200	JT8D-15QN	142.50	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-15QN	142.50	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17QN	158.00	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17QN	142.50	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17RQN	142.50	88.9	40	2,8,15
BOEING	B-727-200	JT8D-17RQN	142.50	88.9	40	2,8,15
BOEING	B-727-200	JT8D-9QN	142.50	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-9QN	142.50	88.9	40	2,8,14,15
BOEING	B-757-200	RB211-535C	198.00	88.9	25*	8,15
DASSAULT	FALCON 20	CF700-2D2Q	27.30	88.9	40	8,15
DASSAULT	FALCON 20-D	CF700-2D-2 w/GE CID 654	27.32	88.9	40	8,15
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-3B	240.00	88.9	35	8,15,16
BAe	BAE-748 SERIES 2A	RR DART MK532-2L	41.50	88.8	27	8,15
BAe	BAE-748 SERIES 2B	RR-DART-MK535	43.00	88.8	27	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

*****APPROACH*****

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-737-100 (AVAERO)	JT8D-7	107.00	88.8	30	8,15,30
BOEING	B-737-200	JT8D-7QN	98.00	88.8	40	2,8,14
BOEING	B-737-200	JT8D-7QN	95.00	88.8	40	2,8,14
BOEING	B-737-200 (AVAERO)	JT8D-15	107.00	88.8	30	8,15,31
BOEING	B-737-200 (AVAERO)	JT8D-15	107.00	88.8	30	8,15,30
BOEING	B-737-200 (AVAERO)	JT8D-15	107.00	88.8	30	8,15,32
BOEING	B-737-200 (AVAERO)	JT8D-7	107.00	88.8	30	8,15,30
BOEING	B-737-200 (AVAERO)	JT8D-9	107.00	88.8	30	8,15,31
BOEING	B-737-200 (AVAERO)	JT8D-9	107.00	88.8	30	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	107.00	88.8	30	8,15,32
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	107.00	88.8	30	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	107.00	88.8	30	8,15,31
BOEING	B-737-200 ADV (AVAERO)	JT8D-7	107.00	88.8	30	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	107.00	88.8	30	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	107.00	88.8	30	8,15,31
MCDONNELL DOUG.	DC-08-71	CFM56-2-C1	245.00	88.8	46	
BOEING	B-767-300/300ER	CF6-80C2B2F	340.00	88.7	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	340.00	88.7	25*	8,15
BOEING	B-767-300/300ER	PW4060 PHASE 3 (FB2C)	320.00	88.7	30	8,15,23
BOEING	B-767-300/300ER	RB211-524G	320.00	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524G	280.00	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524G	280.00	88.7	30	8,15
BOEING	B-767-300/300ER	RB211-524H	280.00	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524H	320.00	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524H	280.00	88.7	30	8,15
BOEING	B-777-200	RR TRENT 875	445.00	88.7	25*	8,15
BOEING	B-777-200	RR TRENT 875	445.00	88.7	25*	8,15
BOEING	B-777-200	RR TRENT 877	445.00	88.7	25*	8,15
BOEING	B-777-200	RR TRENT 877	445.00	88.7	25*	8,15
MCDONNELL DOUG.	DC-10-30	CF6-6K	403.00	88.7	35*	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	280.00	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	280.00	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	280.00	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	280.00	88.6	30	8,15
MCDONNELL DOUG.	DC-08-72	CFM56-2-C1	245.00	88.6	46	
MCDONNELL DOUG.	DC-08-73	CFM56-2-C1	245.00	88.6	46	
BOEING	B-737-400	CFM56-3B-2	124.00	88.5	30*	8,15
BOEING	B-737-400	CFM56-3C-1	124.00	88.5	30*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	320.00	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	280.00	88.5	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	320.00	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	280.00	88.5	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	320.00	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	320.00	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	320.00	88.5	25*	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-767-300/300ER	CF6-80C2B7F	320.00	88.5	25*	8,15
BOEING	B-777-200	GE90-76B	445.00	88.5	30	8,15
BOEING	B-777-200	GE90-76B	445.00	88.5	30	8,15
BOEING	B-777-200	PW4077	445.00	88.5	25*	8,15
BOEING	B-777-200	PW4077	445.00	88.5	25*	8,15
BOEING	B-767-200/200ER	CF6-80C2B2	300.00	88.4	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B2	270.00	88.4	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B4	300.00	88.4	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B4	270.00	88.4	30	8,15
BOEING	B-767-200/200ER	PW4056 PHASE 3 (FB2C)	300.00	88.4	30	8,15,23
BOEING	B-767-300/300ER	CF6-80C2B2F	280.00	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	280.00	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	280.00	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	280.00	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	280.00	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	280.00	88.4	25*	8,15
BOEING	B-737-200	JT8D-15QN	101.00	88.3	30*	2,8,15
BOEING	B-737-200	JT8D-15QN	101.00	88.3	30*	2,8,15
BOEING	B-737-200	JT8D-17QN	103.50	88.3	30*	2,8,14,15
BOEING	B-737-400	CFM56-3-B1	121.00	88.3	30*	8,15
BOEING	B-737-400	CFM56-3-B1	121.00	88.3	30*	8,15
BOEING	B-737-400	CFM56-3B-2	121.00	88.3	30*	8,15
BOEING	B-737-400	CFM56-3C-1	121.00	88.3	30*	8,15
LEARJET	LEARJET 24E	CJ610-6	11.90	88.3	40	4,8
LEARJET	LEARJET 24F	CJ610-6	11.90	88.3	40	4,8
LOCKHEED	1329-23 JETSTAR w/STAR 3	TFE731-3	36.00	88.3	59	8,15,33
LOCKHEED	1329-25 JETSTAR	TFE731-3-IE	36.00	88.3	50	4
LOCKHEED	1329-25 JETSTAR w/STAR 3	TFE731-3	36.00	88.3	59	8,15,34
BOEING	B-737-300	CFM56-3-B1	121.00	88.2	30*	8,15
BOEING	B-737-300	CFM56-3B-2	121.00	88.2	30*	8,15
BOEING	B-757-200	PW2037(BG-3)	210.00	88.2	30	8,15
LEARJET	LEARJET 25D	CJ610-6	13.30	88.2	40	8,13
LEARJET	LEARJET 25F	CJ610-6	13.30	88.2	40	4,8
FOKKER	F-27-200	MK532-7	41.00	88.1	-	5
BOEING	B-737-500	CFM56-3-B1	114.00	88.0	30*	8,15
BOEING	B-737-500	CFM56-3-B1(R)	114.00	88.0	30*	8,15
BOEING	B-737-200	JT8D-9QN	101.70	87.9	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	95.00	87.9	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	103.00	87.9	30*	2,8,14,15
BOEING	B-757-200	PW2037	210.00	87.9	30	8,15
BOEING	B-757-200	PW2040	210.00	87.9	30	8,15
BOEING	B-737-300	CFM56-3-B1	110.00	87.7	30*	8,15
BOEING	B-737-300	CFM56-3B-2	110.00	87.7	30*	8,15
BOEING	B-757-200	PW-2037(BG-3)	198.00	87.7	30	8,15
BOEING	B-757-200	PW-2037(BG-3)	198.00	87.7	30	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	***APPROACH***		FLAPS	NOTES
			MLW 1000 LBS	EST DBA		
BAe	BAe-146-300A	LF507	88.50	87.6	33	8,15,22
BOEING	B-777-200	GE90-76B	445.00	87.6	25*	8,15
BOEING	B-777-200	GE90-76B	445.00	87.6	25*	8,15
DASSAULT	FALCON 50	TFE31-3-1C	35.70	87.6	48	8,15
AIRBUS	A-310-203	CF6-80A3	267.85	87.5	40	8,15
AIRBUS	A-310-203C	CF6-80A3	267.85	87.5	40	8,15
AIRBUS	A-310-203C	CF6-80A3	267.85	87.5	40	8,15
BOEING	B-737-500	CFM56-3-B1	105.00	87.5	30*	8,15
BOEING	B-737-500	CFM56-3-B1(R)	105.00	87.5	30*	8,15
AIRBUS	A-310-203	CF6-80A3	261.24	87.4	40	8,15
AVRO	146-RJ 70	LF507-1F	83.50	87.4	33	8,15,22
AVRO	146-RJ 70	LF507-1F	83.50	87.4	33	8,15,22
AVRO	146-RJ 100	LF507-1F	88.50	87.4	33	8,15,22
AVRO	146-RJ 100	LF507-1F	88.50	87.4	33	8,15,22
BOEING	B-727-200	JT8D-7QN	142.50	87.4	30*	2,8,15
MCDONNELL DOUG.	DC-09-40 w/ ABS STC165CH	JT8D-9	101.00	87.4	40	8,15,16
AVRO	146-RJ 85	LF507-1F	85.00	87.3	33	8,15,22
AVRO	146-RJ 85	LF507-1F	85.00	87.3	33	8,15,22
BAe	BAe-146-300A	ALF-502R-5	83.00	87.3	33	8,15,22
MCDONNELL DOUG.	DC-09-40 w/ ABS STC165CH	JT8D-11	99.00	87.3	40	8,15,16
BAe	BAe-146-200A	ALF-502R-5	81.00	87.2	33	8,15,22
BAe	BAe-146-300A	LF507	83.00	87.2	33	8,15,22
BOEING	B-757-200	PW2037	198.00	87.2	30	8,15
BOEING	B-757-200	PW2040	198.00	87.2	30	8,15
MCDONNELL DOUG.	DC-09-30 w/ ABS STC165CH	JT8D-11	101.00	87.2	40	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ ABS STC165CH	JT8D-9	102.00	87.2	40	8,15,16
BOEING	B-757-200	PW2037(BG-3)	210.00	87.1	25*	8,15
MCDONNELL DOUG.	DC-09-30 w/ ABS STC1613GL	JT8D-7	101.00	87.1	40	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ ABS STC1613GL	JT8D-9	101.00	87.1	40	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ ABS STC165CH	JT8D-7	101.00	87.1	40	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ ABS STC165CH	JT8D-7	101.00	87.1	40	8,15,16
BAe	BAe-146-100A	ALF-502R-3A/-5	77.50	87.0	33	8,15,22
BAe	BAe-146-200A	ALF-502R-3A/-5	77.50	87.0	33	8,15,22
BAe	BAe-146-300A	ALF-502R-5	84.50	87.0	33	8,15,22
FAIRCHILD	F-27-F	RR DART MK529	36.70	87.0	-	11
MCDONNELL DOUG.	DC-09-30 w/ ABS STC1613GL	JT8D-7	99.00	87.0	40	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ ABS STC1613GL	JT8D-9	99.00	87.0	40	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ ABS STC165CH	JT8D-9	99.00	87.0	40	8,15,16
FOKKER	F-27-500/600	MKS32-7R	42.00	86.8	-	5
MCDONNELL DOUG.	DC-09-20 w/ ABS STC1613GL	JT8D-9	93.40	86.8	40	8,15,16
BOEING	B-757-200	PW2037	210.00	86.7	25*	8,15
BOEING	B-757-200	PW2040	210.00	86.7	25*	8,15
MCDONNELL DOUG.	DC-09-10 w/ ABS STC1563GL	JT8D-7	81.70	86.7	40	8,15,16
BOEING	B-757-200	PW-2037(BG-3)	198.00	86.6	25*	8,15
BAe	BAe-146-100A	ALF-502R-3A/-5	72.40	86.5	33	8,15,22

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BOEING	B-727-100 (Dee Hwd)	TAY651-54	142.50	86.4	30	8,15
FOKKER	F-28 MK4000	SPEY MK555-15H	64.00	86.3	-	
BOEING	B-757-200	PW2037	198.00	86.2	25*	8,15
BOEING	B-757-200	PW2040	198.00	86.2	25*	8,15
BOEING	B-727-200	JT8D-15QN	142.50	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-15QN	142.50	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-17QN	158.00	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-17QN	142.50	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-17RQN	142.50	86.1	30*	2,8,15
BOEING	B-727-200	JT8D-17RQN	142.50	86.1	30*	2,8,15
BOEING	B-727-200	JT8D-9QN	142.50	86.1	30*	2,8,14,15
RAYTHEON	HAWKER 125- 600A	TFE731-3-1H	22.00	86.1	45	8,15
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	22.00	86.1	45	8,15,26
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	22.00	86.1	45	8,15,26
AEROSPATIALE	MOHAWK 298	PT6A-45A	23.00	86.0	-	4
RAYTHEON	HAWKER 125- 3A	TFE731-3-1H	20.00	86.0	45	8,15
RAYTHEON	HAWKER 125- 700A	TFE731-3R-1H	22.00	86.0	45	8,15,20,26
AIRBUS	A-320-111	CFM56-5A1	139.90	85.9	35	8,15
GULFSTREAM	GULFSTREAM I	RR DART MK529	33.60	85.9	-	15
BOEING	B-737-200	JT8D-7QN	95.00	85.8	30*	2,8,14
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	19.55	85.8	45	8,15
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	19.55	85.8	45	8,15
AVRO	146-RJ 70	LF507-1F	83.50	85.7	24*	8,15,22
AVRO	146-RJ 70	LF507-1F	83.50	85.7	24*	8,15,22
AVRO	146-RJ 100	LF507-1F	88.50	85.7	24*	8,15,22
AVRO	146-RJ 100	LF507-1F	88.50	85.7	24*	8,15,22
GENERAL DYNAMICS	CV-580	501-D13	52.00	85.7	-	10
AIRBUS	A-320-211	CFM56-5A1	142.20	85.6	35	8,15
AVRO	146-RJ 85	LF507-1F	85.00	85.6	24*	8,15,22
AVRO	146-RJ 85	LF507-1F	85.00	85.6	24*	8,15,22
RAYTHEON	HAWKER 125- 3A/RA	TFE731-3-1H	20.00	85.5	45	8,15
RAYTHEON	HAWKER 125- 400A	TFE731-3-1H	20.00	85.5	45	8,15
BOEING	B-757-200	RB211-535E4	210.00	85.3	30	8,15,36
BOEING	B-757-200	RB211-535E4	210.00	85.3	30	8,15,35
BOEING	B-757-200	RB211-535E4B	210.00	85.3	30	8,15,36
BOEING	B-757-200	RB211-535E4B	210.00	85.3	30	8,15,35
DASSAULT	FALCON 10	TFE731-2	17.64	85.3	52	8,15
AIRBUS	A-320-111	CFM56-5A1	139.90	85.2	20*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	150.00	85.0	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	150.00	85.0	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	150.00	85.0	40	8,15
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	23.35	85.0	45	8,15
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	23.35	85.0	45	8,15,20
AEROSPATIALE	ATR42-300	PW120/HIS 14SF5	34.17	84.9	30	15
BOEING	B-757-200	RB211-535E4	210.00	84.9	25*	8,15,36

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	***APPROACH***		MLW 1000 LBS	EST DBA	FLAPS	NOTES
			MLW 1000 LBS	EST DBA				
BOEING	B-757-200	RB211-535E4	198.00	84.9	30	8,15,36		
BOEING	B-757-200	RB211-535E4	198.00	84.9	30	8,15,35		
BOEING	B-757-200	RB211-535E4	210.00	84.9	25*	8,15,35		
BOEING	B-757-200	RB211-535E4B	198.00	84.9	30	8,15,36		
BOEING	B-757-200	RB211-535E4B	210.00	84.9	25*	8,15,36		
BOEING	B-757-200	RB211-535E4B	198.00	84.9	30	8,15,35		
BOEING	B-757-200	RB211-535E4B	210.00	84.9	25*	8,15,35		
AEROSPATIALE	ATR42-320	PW121/HS 14SF5	35.27	84.8	30	15		
CESSNA	CITATION III (650)	TFE731-3B-100S	20.00	84.8	37	7,8,15		
CESSNA	CITATION VI (650)	TFE731-3C-100S	20.00	84.8	37	8,15		
AEROSPATIALE	ATR42-300	PW120/HS 14SF5	36.16	84.7	30	15		
AEROSPATIALE	ATR42-320	PW121/HS 14SF5	36.16	84.7	30	15		
AIRBUS	A-320-231	V2500.A1	142.20	84.7	40	8,15		
BAe	VISCOUNT 745	RR DART6 MK510	64.00	84.6	-	11		
BOEING	B-757-200	RB211-535E4	198.00	84.5	25*	8,15,36		
BOEING	B-757-200	RB211-535E4	198.00	84.5	25*	8,15,35		
BOEING	B-757-200	RB211-535E4B	198.00	84.5	25*	8,15,36		
BOEING	B-757-200	RB211-535E4B	198.00	84.5	25*	8,15,35		
AIRBUS	A-320-211	CFM56-5A1	142.20	84.4	20*	8,15		
MCDONNELL DOUG.	MD-87	JT8D-217A	130.00	84.3	40	8,15		
MCDONNELL DOUG.	MD-87	JT8D-217C	130.00	84.3	40	8,15		
MCDONNELL DOUG.	MD-87	JT8D-219	130.00	84.3	40	8,15		
IAI	1124A WESTWIND II	TFE731-3-1G	19.00	84.2	40	15		
MCDONNELL DOUG.	MD-87	JT8D-219	128.00	84.2	40	8,15		
DASSAULT	FALCON 200	ATF3-6A-4C	28.80	84.1	40	8,15		
DEHAVILLAND	DHC-7	PT6A-50	42.00	84.0	25	15		
DOUGLAS	DC-3	R-1830-90C	24.40	84.0	-	5		
GENERAL DYNAMICS	CV-440	R-2800	47.20	84.0	-	5		
IAI	1124 WESTWIND	TFE731-3-1G	19.00	84.0	40	8,15		
IAI	1124IW WESTWIND IW	TFE731-3-1G	19.00	84.0	40	15		
SHORTS	SD3-60-300	PT6A-67R	26.50	84.0	30	13		
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	58.50	83.9	20*	8,15,16		
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	58.50	83.9	20*	8,15,16		
MCDONNELL DOUG.	MD-80	JT8D-209	130.00	83.9	40	8,15		
MCDONNELL DOUG.	MD-80	JT8D-217	130.00	83.9	40	8,15		
MCDONNELL DOUG.	MD-80	JT8D-217A	150.00	83.9	28*	8,15		
MCDONNELL DOUG.	MD-80	JT8D-217C	150.00	83.9	28*	8,15		
MCDONNELL DOUG.	MD-80	JT8D-219	150.00	83.9	28*	8,15		
MCDONNELL DOUG.	MD-80	JT8D-209	128.00	83.8	40	8,15		
MCDONNELL DOUG.	MD-80	JT8D-217	128.00	83.8	40	8,15		
MCDONNELL DOUG.	MD-80	JT8D-217A	128.00	83.8	40	8,15		
MCDONNELL DOUG.	MD-80	JT8D-217C	128.00	83.8	40	8,15		
MCDONNELL DOUG.	MD-80	JT8D-219	128.00	83.8	40	8,15		
DASSAULT	FALCON 2000	CFE738-1-1B	33.00	83.7	40	8,15		
MCDONNELL DOUG.	MD-87	JT8D-217A	120.00	83.7	40	8,15		

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
MCDONNELL DOUG.	MD-87	JT8D-217C	120.00	83.7	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	130.00	83.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	130.00	83.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	130.00	83.6	28*	8,15
RAYTHEON	HAWKER 125- 600A	TFE731-3-1H	22.00	83.6	25*	8,15
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	22.00	83.6	25*	8,15,26
RAYTHEON	HAWKER 125- 700A	TFE731-3-1H	22.00	83.6	25*	8,15,26
MCDONNELL DOUG.	MD-80	JT8D-209	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	130.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	130.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	128.00	83.5	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	128.00	83.5	28*	8,15
RAYTHEON	HAWKER 125- 3A	TFE731-3-1H	20.00	83.5	25*	8,15
RAYTHEON	HAWKER 125- 700A	TFE731-3R-1H	22.00	83.5	25*	8,15,20,26
FOKKER	F100	RR TAY MK620-15	88.00	83.3	42	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	120.00	83.3	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	120.00	83.3	28*	8,15
MCDONNELL DOUG.	MD-90-30	V2525-D5	142.00	83.3	40	8,15
MCDONNELL DOUG.	MD-90-30	V2528-D5	142.00	83.3	40	8,15
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	19.55	83.3	25*	8,15
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	19.55	83.3	25*	8,15
AIRBUS	A-320-231	V2500-A1	142.20	83.1	20*	8,15
LEARJET	LEARJET 35	TFE731-2	14.30	83.1	40	4
LEARJET	LEARJET 36	TFE731-2	14.30	83.1	40	4
BEECH	BEECHJET 400	JT15D-5	14.20	83.0	-	15
MITSUBISHI	MU300-10 DIAMOND II	JT15D-5	14.20	83.0	-	15
RAYTHEON	HAWKER 125- 3A/RA	TFE731-3-1H	20.00	83.0	25*	8,15
RAYTHEON	HAWKER 125- 400A	TFE731-3-1H	20.00	83.0	25*	8,15
LEARJET	LEARJET 31	TFE731-2-3B	15.30	82.9	40	13,15
RAYTHEON	HAWKER 125-1000A	PW305	25.00	82.9	45	8,15
FOKKER	F100	RR TAY MK650-15	88.00	82.8	42	8,15
AEROSPATIALE	ATR72-200	PW124/HS 14SF11	43.87	82.7	30	15
DASSAULT	FALCON 900	TFE731-5AR-1C	42.00	82.6	40	8,15
FOKKER	F-27-100	RR DART6 MK514	37.50	82.6	-	11
RAYTHEON	HAWKER 125- 800XP	TFE731-5BR-1H	23.35	82.6	45	8,15
DASSAULT	FALCON 900	TFE731-5BR-1C	42.00	82.5	40	8,15
GULFSTREAM	GULFSTREAM IIB/GIII	SPEY MK511-8	58.50	82.5	20*	8,15,16
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	23.35	82.5	25*	8,15,20
RAYTHEON	HAWKER 125- 800A	TFE731-5R-1H	23.35	82.5	25*	8,15
AEROSPATIALE	ATR72-200	PW124/HS 14SF11	47.07	82.4	30	15
AEROSPATIALE	ATR72-210	PW127/HS 14SF11	47.07	82.2	33	15
AEROSPATIALE	ATR72-210	PW127/HS 14SF11	47.07	82.2	33	15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

*** APPROACH ***

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
RAYTHEON	HAWKER 125-1000A	PW305	25.00	82.2	25*	8,15
FOKKER	F100	RR TAY MK650-15	88.00	82.1	25*	8,15
DASSAULT	FALCON 50	TFE731-3-1C	35.70	82.0	20*	8,15
SAAB	SF340A (Dowty props)	GE CT7-5A2	27.20	82.0	20	8,15
SAAB	SF340B (Dowty props)	GE CT7-9B	28.00	82.0	20	8,15
SAAB	SF340B (Dowty props)	GE CT7-9B	28.50	82.0	20	8,15
LEARJET	LEARJET 55B	TFE731-3A-2B	18.00	81.9	40	
DASSAULT	FALCON 10	TFE731-2	17.64	81.8	30*	8,15
DASSAULT	FALCON 20-C5/D5/E5	TFE731-5AR-2C	27.76	81.8	40	8,15
DASSAULT	FALCON 20-C5/D5/E5	TFE731-5AR-2C	27.76	81.8	40	8,15,27
EMBRAER	EMB-120 BRASILIA	PW115	21.20	81.8	45	12
SHORTS	3-30	PT6A-45A	22.10	81.8	-	8,15
CANADAIR	CHALLENGER CL-600	ALF-502L	36.00	81.7	45	12
CANADAIR	CHALLENGER CL-600	ALF-502L	36.00	81.7	45	15
CESSNA	CITATION JET (525)	FJ44-1A	9.70	81.7	35	8,15
LEARJET	LEARJET 35A	TFE731-2	15.30	81.7	40	15
LEARJET	LEARJET 35A/36A	TFE731-2	15.30	81.7	40	8,15
LEARJET	LEARJET 36A	TFE731-2	15.30	81.7	40	15
SABRELINER CORP.	SABRE 65	TFE731-3R-1D	21.80	81.7	-	8,12
CESSNA	CITATION VII (650)	TFE731-4R-3S	20.00	81.6	40	8,15
LEARJET	LEARJET 35 W/CENTURY III	TFE731-2	14.30	81.6	40	8,15
LEARJET	LEARJET 36 W/CENTURY III	TFE731-2	14.30	81.6	40	8,15
LEARJET	LEARJET 55	TFE731-3B	17.00	81.5	40	15
CANADAIR	RJ (CL-600-2B19)	CF34-3A1	44.70	81.4	45	15
CANADAIR	RJ (CL-600-2B19)	CF34-3A1	47.00	81.4	45	15
CESSNA	CITATION III (650)	TFE731-3B-100S	20.00	81.4	20*	7,8,15
GULFSTREAM	GULFSTREAM IV - SP	RR TAY 611-8	66.00	81.3	39	8,15
DEHAVIDLAND	DHC-8 102	PW120	33.90	81.2	35	15
DEHAVIDLAND	DHC-8 103	PW121	33.90	81.2	35	15
DEHAVIDLAND	DHC-8 106	PW121	33.90	81.2	35	15
DEHAVIDLAND	DHC-8 201/202	PW123	33.90	81.2	35	15
CESSNA	CITATION III (650)	TFE731-3B-100S	19.00	81.1	20*	8,15
AEROSPATIALE	ATR72-210	PW127/HS 247F	47.07	81.0	33	8,15
AEROSPATIALE	ATR72-210	PW127/HS 247F	47.07	81.0	33	8,15
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	27.76	81.0	40	8,15
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	27.76	81.0	40	8,15,27
DASSAULT	FALCON 900	TFE731-5AR-1C	42.00	81.0	20*	8,15
CASA AIRCRAFT	CN-235-100	CT7-9C	32.80	80.8	23	15
DEHAVIDLAND	DHC-8 311	PW123	42.00	80.7	35	8,15
GULFSTREAM	GULFSTREAM IV	RR TAY 611-8	58.50	80.7	39	8,15
DEHAVIDLAND	DHC-8 314	PW123	42.00	80.6	35	8,15
CASA AIRCRAFT	C-212-CD	TPE 331-10R-512C/502C	16.42	80.5	40	15
CASA AIRCRAFT	C-212-CE	TPE 331-10R-512C/502C	16.42	80.5	40	15
CASA AIRCRAFT	C-212-DF	TPE 331-10R-502C/512C/5	16.42	80.5	40	15
CESSNA	560	JT15D-5A	15.20	80.5	35	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
CESSNA	CITATION V (560)	JT15D-5A	15.20	80.5	35	8,15
CANADAIR	CHALLENGER CL-601	CF34-1A	36.00	80.4	-	15
CANADAIR	CHALLENGER CL-601	CF34-1A	36.00	80.4	45	15
CANADAIR	CHALLENGER CL-601	CF34-3A/A1/A2	36.00	80.4	45	15
IAI	1125 ASTRA	TFE731-3A-200G	20.70	80.4	40	8,15
IAI	1125 ASTRA	TFE731-3A-200G	20.70	80.4	40	8,15
SHORTS	3-60	PT6A-65R	26.10	80.1	30	8,15
BaE	BAe-748 SERIES 2B	MK535-W/HUSHKIT	43.00	80.0	27	8,15
BEACH	B60	TI0-541-E1C4	6.80	80.0	-	10,11
SAAB FAIRCHILD	SF340	GE CT7-5A2	26.50	80.0	35	12
CASA AIRCRAFT	CN-235-200	CT7-9C	34.40	79.9	40	15
CESSNA	CITATION II (550)	JT15D-4	13.50	79.8	40	8,15
CASA AIRCRAFT	C-212-CC	TPE 331-10/10R-501C/511	16.42	79.7	40	15
CASA AIRCRAFT	C-212-CF	TPE 331-10R-501C/511C	16.42	79.7	40	15
CESSNA	S550 (SII)	JT15D-4B	14.40	79.6	35	8,15
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	27.76	79.4	25*	8,15
FOKKER	F-27 MK500/600	MK552-7R	43.50	79.4	40	15,16
CESSNA	CITATION II (550)	JT15D-4	12.70	79.3	40	15
AEROSPATIALE	SN601 CORVETTE	JT15D-4	12.40	79.1	35	4
FOKKER	F-27 MK500/600	MK552-7R	41.00	79.1	40	15,16
FOKKER	F70	RR TAY MK620-15	81.00	79.0	42	8,15
SAAB	2000	AE2100A	47.40	78.9	20	8,15
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	28.50	78.8	20	8,15
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	28.00	78.8	20	8,15
FOKKER	F70	RR TAY MK620-15	75.00	78.6	42	8,15
FAIRCHILD	SA226-AC METRO III	TPE-331-11U	14.00	78.5	-	10,11
FAIRCHILD	SA226-T(B) MERLIN III B	TPE-331-10U	12.50	78.5	-	5,11
FAIRCHILD	SA227-AT MERLIN III C	TPE-331-10U	13.20	78.5	-	5,11
FAIRCHILD	SA227-AT MERLIN IV C	TPE-331-11U	14.00	78.5	-	10,11
PIPER	CHEYENNE 400LS	TPE-331-14	11.10	78.5	-	11
CESSNA	CITATION ULTRA (560)	JT15D-5D	15.20	78.0	35	8,15
DEHAVILLAND	DHC-6	PT6A-27	12.50	78.0	-	4
DEHAVILLAND	DHC-6	PT6A-27	12.50	78.0	-	4
GULFSTREAM	695A COMMANDER 1000	TPE-331-10	10.60	77.9	-	5,11
BEACH	SUPER KINGAIR 200	PT6A-41	12.50	77.8	-	11
BEACH	SUPER KINGAIR B200	PT6A-41	12.50	77.8	-	10,11
BEACH	SUPER KINGAIR B200T/CT	PT6A-42	12.50	77.8	-	5,11
CESSNA	500	JT15D-1	10.90	77.7	40	15
CESSNA	CITATION I	JT15D-1A	11.40	77.7	40	15
GULFSTREAM	690C COMMANDER 840	TPE-331-5	9.70	77.4	-	5,11
GULFSTREAM	690D COMMANDER 900	TPE-331-5	10.60	77.4	-	10
GULFSTREAM	695	TPE-331-10	9.70	77.4	-	5,15
GULFSTREAM	695 COMMANDER 980	TPE-331-10	9.70	77.4	-	5,11
LEARJET	LEARJET 60	PW305A	19.50	77.4	40	8,15
BEACH	F90 KINGAIR	PT6A-135	10.90	77.3	-	5,11

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

***** APPROACH *****

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
SHORTS	SKYVAN	TPE-331-201	12.50	77.3	46	
MITSUBISHI	MU300 DIAMOND I	JT15D-4	13.20	77.2	30	12
BEECH	B100 KINGAIR	TPE-331-6	11.20	77.1	-	11
BEECH	C99 AIRLINER	PT6A-34	11.30	77.1	-	5,11
PIPER	PA-42 CHEYENNE	PT6A-41	9.40	77.1	-	10,11
BEECH	1900/1900C	PT6A-65B	16.10	77.0	-	10
BEECH	58P	TSIO-520WB	6.20	77.0	-	10,11
BEECH	58TC	TSIO-520-WB	6.20	77.0	-	10,11
GULFSTREAM	500S	IO-540-E1B5	6.80	77.0	-	10
CASA AIRCRAFT	C-212-DE	PT6A-5B	16.42	76.9	40	15
BEECH	B200/T/CT/C,C-12F(4 BLD)	PT6A-42	12.50	76.6	-	
CESSNA	CONQUEST II	TPE-331-8	9.80	76.5	-	5,11
JETSTREAM	JETSTREAM 4100	TPE331-14-801H/802H	22.30	76.4	15	12,15
JETSTREAM	JETSTREAM 4100	TPE331-14-801H/802H/805	23.30	76.3	15	12,15
EMBRAER	EMB 110-P2	PT6A-34	12.50	76.0	-	4
FAIRCHILD	SA226-AT	TPE-331-3U-303G	12.50	76.0	-	4
FAIRCHILD	SA226-T	TPE-331-3U-303G	12.50	76.0	-	4
FAIRCHILD	SA226-TC METRO II	TPE-331-3UW-303G	12.50	76.0	-	4
GULFSTREAM	690B	TPE-331-5-251K	9.70	76.0	-	10
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.00	76.0	-	4
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	10.20	76.0	-	4
BEECH	300/300C KING AIR	PT6A-60A	14.00	75.9	-	
SAAB	SF340A (Dowty props)	GE CT7-5A2	26.50	75.8	20	8,15
BEECH	C90	PT6A-21	9.70	75.0	-	10
BEECH	H18	R-985AN-14B	9.50	75.0	-	11
CESSNA	CONQUEST I	PT6A-112	8.20	75.0	-	10,11
DORNIER	DORNIER 228	TPE-331-5-252D	12.60	74.7	-	
JETSTREAM	JETSTREAM 31	TPE331-10U-501H	14.60	74.7	-	15
BEECH	99A	PT6A-27	10.40	74.0	-	4
BEECH	A100	PT6A-28	11.20	74.0	-	4
BEECH	B80	IGSO-540-A1D	8.80	74.0	-	11
BEECH	E55 (2 BLD)	IO-520-C	5.30	74.0	-	11
BEECH	E55 (3BLD)	IO-520-C	5.30	74.0	-	11
CESSNA	402C	TSIO-520-VB	6.90	74.0	-	11
CESSNA	404	GTSIO-520-M	8.40	74.0	-	11
CESSNA	421C	GTSIO-520-L	7.50	74.0	-	11
GULFSTREAM	680FL	IGSO-540-B1A	8.00	74.0	-	11
PIPER	PA-31-325	TIO-540-F2BD	6.50	74.0	-	11
PIPER	PA-31-350	TIO-540-J2BD	7.00	74.0	-	11
PIPER	PA-31T	PT6A-28	9.00	74.0	-	4
BEECH	65 QUEENAIR	IGSO-480-A1B6	7.40	73.8	-	11
CESSNA	310Q	IO-470-V0	5.20	73.7	-	10,11
BEECH	58/58A BARON (3 BLD)	IO-550-C	5.40	73.3	-	11
BEECH	58 (2BLD)	IO-520-C	5.40	73.0	-	11
BEECH	58 (3BLD)	IO-520-C	5.40	73.0	-	11

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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*****APPROACH*****

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
BEECH	B55	IO-470-L	5.10	73.0	-	11
BEECH	B55(3BLD)	IO-470-L	5.10	73.0	-	11
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.20	73.0	-	11
CESSNA	310R	TSIO-520-BB	5.50	73.0	-	11
CESSNA	320C	TSIO-470-D	5.20	73.0	-	11
CESSNA	340A	TSIO-520-MB	6.00	73.0	-	11
CESSNA	401	TSIO-520-E	6.30	73.0	-	11
CESSNA	414A	TSIO-520-N	6.80	73.0	-	11
CESSNA	CARAVANI	PT6A-114	7.30	73.0	-	
GULFSTREAM	560E	GO-480-C1B6	6.50	73.0	-	11
PIPER	601P	IO-540-S1A5	6.00	73.0	-	11
PIPER	PA-23-250	IO-540-C4B5	4.94	73.0	-	11
PIPER	PA-31-310	TIO-540-A2C	6.50	73.0	-	11
PIPER	PA-60-600	IO-540-K1J5	5.50	73.0	-	11
PIPER	PA-602P	IO-540-AA1A5	6.00	73.0	-	11
CESSNA	337H	IO-360-G	4.60	72.0	-	11
GULFSTREAM	GA-7	O-320-D1D	3.80	72.0	-	4
PIPER	PA-34-200T	TSIO-360-E	4.50	72.0	-	11
PIPER	PA-34-220T	TSIO-360-KB	4.50	72.0	-	11
BEECH	D95A TRAVELAIR	IO-320-B1B	4.20	71.1	-	11
BEECH	76	IO-360-A1G6D	3.90	71.0	-	11
PIPER	PA-44-180	O-360-E1A6D	3.80	71.0	-	11
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	3.90	71.0	-	11
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	3.90	71.0	-	11
PIPER	PA-30 TWIN COMANCHE	IO-320-B	3.60	70.6	-	11
BEECH	35-B33	IO-470-K	3.00	68.0	-	10,11
CESSNA	210	IO-520-L	3.80	67.1	-	10,11
BEECH	35-C33A	IO-520-B	3.30	64.0	-	11
BEECH	A36	IO-520-BA	3.60	64.0	-	11
BEECH	A36 BONANZA	IO-550-B	3.65	64.0	-	11
BEECH	B36TC BONANZA	TSIO-520U	3.85	64.0	-	11
BEECH	F33A	IO-520-B	3.40	64.0	-	11
BEECH	V35B (3BLD)	IO-520-B	3.40	64.0	-	11
BELLANCA	17-30A	IO-540-T4B5D	3.30	64.0	-	4
CESSNA	185F	IO-520-D	3.40	64.0	-	11
CESSNA	T210L	TSIO-520-R	3.80	64.0	-	11
CESSNA	T210M	TSIO-520-R	3.80	64.0	-	11
CESSNA	TU206G	TSIO-520-M	3.60	64.0	-	11
PIPER	PA-32-300	IO-540-K1G5D	3.40	64.0	-	
PIPER	PA-32R-300	IO-540-K1G5D	3.60	64.0	-	11
PIPER	PA-32R-301	IO-540-K1G5D	3.60	64.0	-	11
PIPER	PA-32R-301T	TIO-540-S1AD	3.60	64.0	-	11
PIPER	PA-32RT-300	IO-540-K1A5D	3.60	64.0	-	11
PIPER	PA-46-31P MALIBU	TSIO-520-BE	4.10	63.9	-	11
CESSNA	207	IO-520-F	3.80	63.8	-	11

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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APPROACH

MANUFACTURER	AIRPLANE	ENGINE	MLW 1000 LBS	EST DBA	FLAPS	NOTES
CESSNA	206	IO-520-A	3.30	63.5	-	11
CLASSIC AIRCRAFT	WACO CLASSIC F-5	R-755-B2	2.70	63.4	-	11
MOONEY	M20M	TIO-540-AF1A	3.20	63.3	-	11,21
MOONEY	M20M	TIO-540-AF1A	3.37	63.3	-	11,21
BEECH	E35	E-225-8	2.70	63.0	-	11
BEECH	K35,M35	IO-470-C	3.00	63.0	-	11
CESSNA	180	O-470-J	2.80	63.0	-	11
PIPER	PA-24-260	IO-540-B1A5	3.20	63.0	-	11
PIPER	PA-28-235	O-540-B4B5	3.00	63.0	-	11
PIPER	PA-28-236	O-540-J3A5D	3.00	63.0	-	11
MAULE	MX7-235	0540-J1A5D	2.50	62.7	-	11
BEECH	A24R	IO-360-A1B6	2.80	62.0	-	11
BEECH	C23	O-360-A4K	2.50	62.0	-	11
BEECH	C24R	IO-360-A1B6	2.80	62.0	-	11
BEECH	C35	E-185-11	2.70	62.0	-	11
BELLANCA	8GCBC	O-360-C2E	2.20	62.0	-	11
CESSNA	172N	O-320-H2AD	2.30	62.0	-	10
CESSNA	177RG	IO-360-A1B6	2.80	62.0	-	11
GULFSTREAM	112	IO-360-C1D6	2.70	62.0	-	11
MOONEY	M20C	O-360-A1D	2.60	62.0	-	11
MOONEY	M20J	IO-360-A1B6D	2.70	62.0	-	4
PIPER	PA-28-181	O-360-A4M	2.50	62.0	-	11
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	2.80	62.0	-	11
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FB	2.90	62.0	-	11
BEECH	A-23	IO-360-A	2.40	61.0	-	11
CESSNA	170B	C-145-2H	2.20	61.0	-	11
CESSNA	172	O-320-E2D	2.30	61.0	-	11
GULFSTREAM	AA-5A	O-320-E2G	2.20	61.0	-	11
PIPER	PA-18-150	O-320-A2B	1.80	61.0	-	11
PIPER	PA-28-140	O-320-E3D	2.20	61.0	-	11
PIPER	PA-28-151	O-320-E3D	2.20	61.0	-	11
PIPER	PA-28-161	O-320-D3G	2.40	61.0	-	11
PIPER	PA-28-200	IO-360-C1C	2.70	61.0	-	
BEECH	77	O-235-L2C	1.70	60.0	-	11
BELLANCA	7GCAA	O-320-A2B	1.70	60.0	-	4
PIPER	PA-38-112	O-235-L2C	1.70	60.0	-	11
CESSNA	150	O-200-A	1.60	59.0	-	11
CESSNA	150M	O-200-A	1.60	59.0	-	11
CESSNA	152	O-235-L2C	1.70	59.0	-	11
GULFSTREAM	AA-1B	O-235	1.60	59.0	-	11
CESSNA	182P	O-470-S	3.00	56.0	-	10,11
CESSNA	182Q	O-470-U	3.00	56.0	-	10,11
GULFSTREAM	AA-5B TIGER	O-360-A4K	2.20	52.0	-	10,11

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
AEROSPATIALE	ATR42-300	PW120/HS 14SF5	34.72	34.17	66.5	84.9	30	15
AEROSPATIALE	ATR42-300	PW120/HS 14SF5	37.26	36.16	68.4	84.7	30	15
AEROSPATIALE	ATR42-320	PW121/HS 14SF5	35.60	35.27	66.7	84.8	30	15
AEROSPATIALE	ATR42-320	PW121/HS 14SF5	37.26	36.16	67.7	84.7	30	15
AEROSPATIALE	ATR72-200	PW124/HS 14SF11	44.07	43.87	70.7	82.7	30	15
AEROSPATIALE	ATR72-200	PW124/HS 14SF11	48.50	47.07	73.2	82.4	30	15
AEROSPATIALE	ATR72-210	PW127/HS 14SF11	47.40	47.07	71.8	82.2	33	15
AEROSPATIALE	ATR72-210	PW127/HS 14SF11	48.50	47.07	72.3	82.2	33	15
AEROSPATIALE	ATR72-210	PW127/HS 247F	47.40	47.07	66.4	81.0	33	8,15
AEROSPATIALE	ATR72-210	PW127/HS 247F	48.50	47.07	67.0	81.0	33	8,15
AEROSPATIALE	MOHAWK 298	PT6A-45A	23.40	23.00	76.0	86.0	-	4
AEROSPATIALE	NORD-262C	BASTAN-VIIA	22.90	22.70	78.3	88.9	-	4,8
AEROSPATIALE	SN601 CORVETTE	JT15D-4	13.90	12.40	63.8	79.1	35	4
AIRBUS	A-300B	CF6-50A	302.00	269.00	79.1	90.9	25	4,8
AIRBUS	A-300B1	CF6-50A	302.00	269.00	76.8	90.7	15*	4,8,9
AIRBUS	A-300B1	CF6-50A	302.00	269.00	76.8	91.4	25	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.40	281.10	76.8	90.7	25	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	301.40	281.10	76.8	91.4	15*	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	312.40	286.70	78.3	90.4	15*	4,8,9
AIRBUS	A-300B2-1A	CF6-50A	312.40	286.70	78.3	90.9	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	302.00	281.10	76.0	90.4	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	302.00	281.10	76.0	90.7	25	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	312.40	286.70	77.1	90.4	15*	4,8,9
AIRBUS	A-300B2-1C	CF6-50C	312.40	286.70	77.1	90.9	25	4,8,9
AIRBUS	A-300B2-K-3C	CF6-50C	312.40	286.70	75.9	90.7	15*	4,8,9
AIRBUS	A-300B2-K-3C	CF6-50C	312.40	286.70	75.9	91.3	25	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	330.00	293.30	77.9	90.0	15*	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	330.00	293.30	77.9	91.5	25	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	336.60	293.30	78.5	90.0	15*	4,8,9
AIRBUS	A-300B4-2C	CF6-50C	346.50	293.30	79.4	90.0	15*	4,8,9
AIRBUS	A-310-203	CF6-80A3	275.57	261.24	72.4	87.4	40	8,15
AIRBUS	A-310-203	CF6-80A3	313.05	267.85	77.2	87.5	40	8,15
AIRBUS	A-310-203C	CF6-80A3	305.55	267.85	76.3	87.5	40	8,15
AIRBUS	A-310-203C	CF6-80A3	313.05	267.85	77.2	87.5	40	8,15
AIRBUS	A-310-204	CF6-80C2A2	295.41	268.96	72.4	89.0	40	8,15
AIRBUS	A-310-204	CF6-80C2A2	313.05	268.96	74.6	89.0	40	8,15
AIRBUS	A-310-221	JT9D-7R4D1	275.57	261.24	72.6	89.0	40	8,15
AIRBUS	A-310-221	JT9D-7R4D1	313.05	267.85	77.3	89.2	40	8,15
AIRBUS	A-310-222	JT9D-7R4E1	305.55	267.85	75.9	89.2	40	8,15
AIRBUS	A-310-222	JT9D-7R4E1	313.05	268.96	76.9	89.2	40	8,15
AIRBUS	A-310-304	CF6-80C2A2	295.41	273.37	72.4	89.1	40	8,15
AIRBUS	A-310-304	CF6-80C2A2	346.12	273.37	78.9	89.1	40	8,15
AIRBUS	A-310-308	CF6-80C2A8	346.12	273.37	75.6	88.9	40	8,15
AIRBUS	A-310-308	CF6-80C2A8	361.55	273.37	77.3	88.9	40	8,15
AIRBUS	A-310-322	JT9D-7R4E1	330.69	271.16	79.0	90.1	40	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
AIRBUS	A-310-322	JT9D-7R4E1	337.30	273.37	79.9	90.1	40	8,15
AIRBUS	A-310-324	PW4152	330.69	271.16	76.2	91.6	40	8,15
AIRBUS	A-310-324	PW4152	346.12	273.37	78.2	91.6	40	8,15
AIRBUS	A-320-111	CFM56-5A1	149.90	139.90	71.0	85.2	20*	8,15
AIRBUS	A-320-111	CFM56-5A1	149.90	139.90	71.0	85.9	35	8,15
AIRBUS	A-320-211	CFM56-5A1	149.90	142.20	70.7	84.4	20*	8,15
AIRBUS	A-320-211	CFM56-5A1	162.00	142.20	73.7	85.6	35	8,15
AIRBUS	A-320-231	V2500.A1	149.90	142.20	70.3	83.1	20*	8,15
AIRBUS	A-320-231	V2500.A1	162.00	142.20	72.9	84.7	40	8,15
AVRO	146-RJ 70	LF507-1F	84.00	83.50	69.8	85.7	24*	8,15,22
AVRO	146-RJ 70	LF507-1F	84.00	83.50	69.8	87.4	33	8,15,22
AVRO	146-RJ 70	LF507-1F	95.00	83.50	72.9	85.7	24*	8,15,22
AVRO	146-RJ 70	LF507-1F	95.00	83.50	72.9	87.4	33	8,15,22
AVRO	146-RJ 85	LF507-1F	93.00	85.00	72.3	85.6	24*	8,15,22
AVRO	146-RJ 85	LF507-1F	93.00	85.00	72.3	87.3	33	8,15,22
AVRO	146-RJ 85	LF507-1F	97.00	85.00	79.7	85.6	24*	8,15,22
AVRO	146-RJ 85	LF507-1F	97.00	85.00	79.7	87.3	33	8,15,22
AVRO	146-RJ 100	LF507-1F	97.50	88.50	74.3	85.7	24*	8,15,22
AVRO	146-RJ 100	LF507-1F	97.50	88.50	74.3	87.4	33	8,15,22
AVRO	146-RJ 100	LF507-1F	101.50	88.50	75.7	85.7	24*	8,15,22
AVRO	146-RJ 100	LF507-1F	101.50	88.50	75.7	87.4	33	8,15,22
BAe	1-11-200	MK506-W/HUSHKIT	80.00	71.00	84.1	90.3	45	15
BAe	1-11-200	SPEY-MK506	80.00	71.00	85.8	94.3	45	15
BAe	1-11-400	MK511-W/HUSHKIT	89.50	78.00	87.5	92.5	45	15
BAe	1-11-400	SPEY-MK511	89.50	78.00	90.5	96.2	45	8,15
BAe	1-11-500	SPEY-MK512	99.70	87.00	89.9	98.6	45	4
BAe	1-11-500	SPEY-MK512	104.50	87.00	90.5	98.6	45	4
BAe	BAe-146-100A	ALF-502R-3A/-5	76.00	72.40	69.1	86.5	33	8,15,22
BAe	BAe-146-100A	ALF-502R-3A/-5	84.00	77.50	72.4	87.0	33	8,15,22
BAe	BAe-146-200A	ALF-502R-3A/-5	89.50	77.50	76.5	87.0	33	8,15,22
BAe	BAe-146-200A	ALF-502R-5	93.00	81.00	76.7	87.2	33	8,15,22
BAe	BAe-146-300A	ALF-502R-5	95.00	83.00	77.6	87.3	33	8,15,22
BAe	BAe-146-300A	ALF-502R-5	97.50	84.50	78.3	87.0	33	8,15,22
BAe	BAe-146-300A	LF507	95.00	83.00	73.4	87.2	33	8,15,22
BAe	BAe-146-300A	LF507	101.50	88.50	75.8	87.6	33	8,15,22
BAe	BAE-748 SERIES 2A	RR DART MK532-2L	44.50	41.50	78.0	88.8	27	8,15
BAe	BAE-748 SERIES 2B	MK535-W/HUSHKIT	46.50	43.00	78.0	80.0	27	8,15
BAe	BAE-748 SERIES 2B	RR-DART-MKS35	46.50	43.00	78.3	88.8	27	8,15
BAe	VISCOUNT 745	RR DART6 MK510	72.50	64.00	78.1	84.6	-	11
BEECH	1900/1900C	PT6A-65B	16.60	16.10	66.5	77.0	-	10
BEECH	300/300C KING AIR	PT6A-60A	14.00	14.00	64.7	75.9	-	
BEECH	35-B33	IO-470-K	3.00	3.00	71.0	68.0	-	10,11
BEECH	35-C33A	IO-520-B	3.30	3.30	70.0	64.0	-	11
BEECH	58 (2BLD)	IO-520-C	5.40	5.40	67.0	73.0	-	11
BEECH	58 (3BLD)	IO-520-C	5.40	5.40	63.0	73.0	-	11

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
BEECH	58/58A BARON (3 BLD)	IO-550-C	5.50	5.40	65.1	73.3	-	11
BEECH	58P	TSIO-520WB	6.20	6.20	66.0	77.0	-	10,11
BEECH	58TC	TSIO-520-WB	6.20	6.20	67.0	77.0	-	10,11
BEECH	65 QUEENAIR	IGSO-480-A1B6	7.70	7.40	65.9	73.8	-	11
BEECH	76	IO-360-A1G6D	3.90	3.90	62.0	71.0	-	11
BEECH	77	O-235-L2C	1.70	1.70	56.0	60.0	-	11
BEECH	99A	PT6A-27	10.40	10.40	66.0	74.0	-	4
BEECH	A-23	IO-360-A	2.40	2.40	58.0	61.0	-	11
BEECH	A100	PT6A-28	11.50	11.20	62.0	74.0	-	4
BEECH	A24R	IO-360-A1B6	2.80	2.80	65.0	62.0	-	11
BEECH	A36	IO-520-BA	3.60	3.60	71.0	64.0	-	11
BEECH	A36 BONANZA	IO-550-B	3.65	3.65	67.8	64.0	-	11
BEECH	B100 KINGAIR	TPE-331-6	11.80	11.20	61.5	77.1	-	11
BEECH	B200/T/CT/C,C-12F(4 BLD)	PT6A-42	12.50	12.50	66.1	76.6	-	
BEECH	B36TC BONANZA	TSIO-520U	3.85	3.85	71.0	64.0	-	11
BEECH	B55	IO-470-L	5.10	5.10	73.0	73.0	-	11
BEECH	B55(3BLD)	IO-470-L	5.10	5.10	71.0	73.0	-	11
BEECH	B60	TI0-541-E1C4	6.80	6.80	63.0	80.0	-	10,11
BEECH	B80	IGSO-540-A1D	8.80	8.80	66.0	74.0	-	11
BEECH	BEECHJET 400	JT15D-5	15.80	14.20	71.8	83.0	-	15
BEECH	C23	0-360-A4K	2.50	2.50	59.0	62.0	-	11
BEECH	C24R	IO-360-A1B6	2.80	2.80	63.0	62.0	-	11
BEECH	C35	E-185-11	2.70	2.70	75.0	62.0	-	11
BEECH	C90	PT6A-21	9.70	9.70	68.0	75.0	-	10
BEECH	C99 AIRLINER	PT6A-34	11.30	11.30	71.1	77.1	-	5,11
BEECH	D95A TRAVELAIR	IO-320-B1B	4.20	4.20	58.0	71.1	-	11
BEECH	E35	E-225-8	2.70	2.70	75.0	63.0	-	11
BEECH	E55 (2 BLD)	IO-520-C	5.30	5.30	67.0	74.0	-	11
BEECH	E55 (3BLD)	IO-520-C	5.30	5.30	63.0	74.0	-	11
BEECH	F33A	IO-520-B	3.40	3.40	70.0	64.0	-	11
BEECH	F90 KINGAIR	PT6A-135	10.90	10.90	62.0	77.3	-	5,11
BEECH	H18	R-985AN-14B	9.90	9.50	69.6	75.0	-	11
BEECH	K35,M35	IO-470-C	3.00	3.00	70.0	63.0	-	11
BEECH	SUPER KINGAIR 200	PT6A-41	12.50	12.50	68.8	77.8	-	11
BEECH	SUPER KINGAIR B200	PT6A-41	12.50	12.50	68.8	77.8	-	10,11
BEECH	SUPER KINGAIR B200T/CT	PT6A-42	12.50	12.50	68.8	77.8	-	5,11
BEECH	V35B (3BLD)	IO-520-B	3.40	3.40	69.0	64.0	-	11
BELLANCA	17-30A	IO-540-T4B5D	3.30	3.30	65.0	64.0	-	4
BELLANCA	7GCAA	0-320-A2B	1.70	1.70	51.0	60.0	-	4
BELLANCA	8GCBC	0-360-C2E	2.20	2.20	58.0	62.0	-	11
BOEING	B-707-300B/C COMTRAN QN	JT3D-3B	322.30	247.00	94.0	98.4	25	8
BOEING	B-727-100	JT8D-7FCD	160.50	137.50	83.7	89.1	30*	3,8,14,15
BOEING	B-727-100	JT8D-7FCD	160.50	137.50	83.7	94.5	40	3,8,14,15
BOEING	B-727-100	JT8D-7FCD	169.50	137.50	86.1	89.1	30*	3,8,14,15
BOEING	B-727-100	JT8D-9FCD	160.50	137.50	82.4	96.0	40	3,8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
BOEING	B-727-100	JT8D-9FCD	169.50	137.50	85.0	92.2	30*	3,8,15
BOEING	B-727-100	JT8D-9FCD	169.50	137.50	85.0	96.0	40	3,8,15
BOEING	B-727-100 (Dee Hwd)	TAY651-54	169.50	142.50	81.5	86.4	30	8,15
BOEING	B-727-100 (Dee Hwd)	TAY651-54	169.50	137.50	81.5	89.6	40	8,15
BOEING	B-727-100 (Fed Ex)	JT8D-7	160.50	137.50	85.2	90.0	30	8,15,16,28
BOEING	B-727-100 (Fed Ex)	JT8D-7	174.50	142.50	86.8	90.3	30	8,15,16,28
BOEING	B-727-100 (Fed Ex)	JT8D-9	160.50	142.50	81.3	89.6	30	8,15,16,29
BOEING	B-727-200	JT8D-15QN	184.20	142.50	87.5	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-15QN	184.20	142.50	87.5	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-15QN	190.50	142.50	89.0	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-15QN	190.50	142.50	89.0	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17QN	190.50	142.50	88.5	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-17QN	190.50	142.50	88.5	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17QN	203.10	158.00	92.2	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-17QN	203.10	158.00	92.2	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-17RQN	197.00	142.50	89.9	86.1	30*	2,8,15
BOEING	B-727-200	JT8D-17RQN	197.00	142.50	89.9	88.9	40	2,8,15
BOEING	B-727-200	JT8D-17RQN	208.00	142.50	92.6	86.1	30*	2,8,15
BOEING	B-727-200	JT8D-17RQN	208.00	142.50	92.6	88.9	40	2,8,15
BOEING	B-727-200	JT8D-7QN	172.50	142.50	88.0	87.4	30*	2,8,15
BOEING	B-727-200	JT8D-7QN	172.50	142.50	88.0	90.6	40	2,8,15
BOEING	B-727-200	JT8D-9QN	172.50	142.50	86.7	88.9	40	2,8,14,15
BOEING	B-727-200	JT8D-9QN	184.80	142.50	90.4	86.1	30*	2,8,14,15
BOEING	B-727-200	JT8D-9QN	184.80	142.50	90.4	88.9	40	2,8,14,15
BOEING	B-727-200 (Fed Ex)	JT8D-15	190.50	161.00	87.0	89.6	30	8,15,25
BOEING	B-727-200 (Fed Ex)	JT8D-17	190.50	161.00	87.2	89.6	30	8,15,25,28
BOEING	B-727-200 (Fed Ex)	JT8D-17	199.50	166.00	88.5	89.9	30	8,15,25,28
BOEING	B-727-200 (Fed Ex)	JT8D-7	172.60	150.00	86.6	90.3	30	8,15,24,29
BOEING	B-727-200 (Fed Ex)	JT8D-7	178.00	150.00	88.0	90.3	30	8,15,24,29
BOEING	B-727-200 (Fed Ex)	JT8D-9	165.60	154.50	85.5	89.6	30	8,15,24,28
BOEING	B-727-200 (Fed Ex)	JT8D-9	173.88	150.00	86.0	89.4	30	8,15,24,28
BOEING	B-727-200 (Fed Ex)	JT8D-9	175.00	150.00	85.2	89.9	30	8,15,24,29
BOEING	B-727-200 (Fed Ex)	JT8D-9	189.20	160.00	89.1	89.6	30	8,15,25,28
BOEING	B-737-100 (AVAERO)	JT8D-7	114.50	107.00	81.3	88.8	30	8,15,30
BOEING	B-737-200	JT8D-15QN	115.50	101.00	85.2	88.3	30*	2,8,15
BOEING	B-737-200	JT8D-15QN	115.50	101.00	85.2	92.1	40	2,8,15
BOEING	B-737-200	JT8D-15QN	117.00	101.00	88.0	88.3	30*	2,8,15
BOEING	B-737-200	JT8D-15QN	117.00	101.00	88.0	91.9	40	2,8,15
BOEING	B-737-200	JT8D-17QN	115.50	101.00	84.5	91.6	40	2,8,14,15
BOEING	B-737-200	JT8D-17QN	122.50	103.50	87.3	88.3	30*	2,8,14,15
BOEING	B-737-200	JT8D-17QN	122.50	103.50	87.3	91.0	40	2,8,14,15
BOEING	B-737-200	JT8D-7QN	100.50	95.00	82.4	85.8	30*	2,8,14
BOEING	B-737-200	JT8D-7QN	100.50	95.00	82.4	88.8	40	2,8,14
BOEING	B-737-200	JT8D-7QN	109.00	98.00	85.8	88.8	40	2,8,14
BOEING	B-737-200	JT8D-9QN	109.00	95.00	84.8	87.9	30*	2,8,14,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
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MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
BOEING	B-737-200	JT8D-9QN	109.00	95.00	84.8	90.8	40	2,8,14,15
BOEING	B-737-200	JT8D-9QN	114.50	103.00	87.0	87.9	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	114.50	103.00	87.0	91.9	40	2,8,14,15
BOEING	B-737-200	JT8D-9QN	117.00	101.70	88.0	87.9	30*	2,8,14,15
BOEING	B-737-200	JT8D-9QN	117.00	101.70	88.0	92.0	40	2,8,14,15
BOEING	B-737-200 (AVAERO)	JT8D-15	118.50	107.00	80.0	88.8	30	8,15,30
BOEING	B-737-200 (AVAERO)	JT8D-15	123.50	107.00	81.9	88.8	30	8,15,32
BOEING	B-737-200 (AVAERO)	JT8D-15	124.50	107.00	81.7	88.8	30	8,15,31
BOEING	B-737-200 (AVAERO)	JT8D-7	114.50	107.00	81.3	88.8	30	8,15,30
BOEING	B-737-200 (AVAERO)	JT8D-9	117.50	107.00	81.5	88.8	30	8,15,30
BOEING	B-737-200 (AVAERO)	JT8D-9	120.50	107.00	81.8	88.8	30	8,15,31
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	118.50	107.00	79.7	88.8	30	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	123.50	107.00	81.7	88.8	30	8,15,32
BOEING	B-737-200 ADV (AVAERO)	JT8D-15	124.50	107.00	81.6	88.8	30	8,15,31
BOEING	B-737-200 ADV (AVAERO)	JT8D-7	114.50	107.00	81.2	88.8	30	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	115.50	88.00	80.6	90.1	40	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	117.50	107.00	81.3	88.8	30	8,15,30
BOEING	B-737-200 ADV (AVAERO)	JT8D-9	121.50	107.00	81.9	88.8	30	8,15,31
BOEING	B-737-300	CFM56-3-B1	124.50	110.00	73.6	87.7	30*	8,15
BOEING	B-737-300	CFM56-3-B1	124.50	110.00	73.6	89.5	40	8,15
BOEING	B-737-300	CFM56-3-B1	139.50	121.00	78.2	88.2	30*	8,15
BOEING	B-737-300	CFM56-3-B1	139.50	121.00	78.2	90.4	40	8,15
BOEING	B-737-300	CFM56-3B-2	124.50	110.00	71.5	87.7	30*	8,15
BOEING	B-737-300	CFM56-3B-2	124.50	110.00	71.5	89.5	40	8,15
BOEING	B-737-300	CFM56-3B-2	139.50	121.00	75.6	88.2	30*	8,15
BOEING	B-737-300	CFM56-3B-2	139.50	121.00	75.6	90.4	40	8,15
BOEING	B-737-300	CFM56-3B-2	139.50	121.00	75.6	90.4	40	8,15
BOEING	B-737-400	CFM56-3-B1	138.50	121.00	77.7	88.3	30*	8,15
BOEING	B-737-400	CFM56-3-B1	142.50	121.00	80.4	88.3	30*	8,15
BOEING	B-737-400	CFM56-3-B1	142.50	121.00	80.4	90.4	40	8,15
BOEING	B-737-400	CFM56-3B-2	138.50	121.00	75.3	88.3	30*	8,15
BOEING	B-737-400	CFM56-3B-2	138.50	121.00	75.3	90.4	40	8,15
BOEING	B-737-400	CFM56-3B-2	150.00	124.00	78.4	88.5	30*	8,15
BOEING	B-737-400	CFM56-3B-2	150.00	124.00	78.4	90.7	40	8,15
BOEING	B-737-400	CFM56-3C-1	138.50	121.00	74.3	88.3	30*	8,15
BOEING	B-737-400	CFM56-3C-1	138.50	121.00	74.3	90.4	40	8,15
BOEING	B-737-400	CFM56-3C-1	150.00	124.00	77.2	88.5	30*	8,15
BOEING	B-737-400	CFM56-3C-1	150.00	124.00	77.2	90.7	40	8,15
BOEING	B-737-500	CFM56-3-B1	115.50	105.00	71.0	87.5	30*	8,15
BOEING	B-737-500	CFM56-3-B1	115.50	105.00	71.0	89.1	40	8,15
BOEING	B-737-500	CFM56-3-B1	139.00	114.00	77.9	88.0	30*	8,15
BOEING	B-737-500	CFM56-3-B1	139.00	114.00	77.9	89.8	40	8,15
BOEING	B-737-500	CFM56-3-B1(R)	115.50	105.00	72.2	87.5	30*	8,15
BOEING	B-737-500	CFM56-3-B1(R)	115.50	105.00	72.2	89.1	40	8,15
BOEING	B-737-500	CFM56-3-B1(R)	132.80	114.00	78.4	88.0	30*	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
BOEING	B-737-500	CFM56-3-B1(R)	132.80	114.00	78.4	89.8	40	8,15
BOEING	B-747-100	CF6-45A2	570.00	564.00	80.0	92.3	25*	8,15
BOEING	B-747-100	CF6-45A2	570.00	564.00	80.0	93.4	30	8,15
BOEING	B-747-100	CF6-45A2	767.00	605.00	92.0	92.6	25*	8,15
BOEING	B-747-100	CF6-45A2	767.00	605.00	92.0	93.9	30	8,15
BOEING	B-747-100	CF6-50E2	750.00	564.00	92.0	92.3	25*	8,15
BOEING	B-747-100	CF6-50E2	750.00	605.00	92.0	92.6	25*	8,15
BOEING	B-747-100	CF6-50E2	750.00	564.00	92.0	93.4	30	8,15
BOEING	B-747-100	CF6-50E2	750.00	605.00	92.0	93.9	30	8,15
BOEING	B-747-100	JT9D-7	710.00	564.00	99.1	97.2	30	4,6
BOEING	B-747-100	JT9D-7F	750.00	585.00	100.5	97.8	30	4,6
BOEING	B-747-100	JT9D-7FWET	750.00	585.00	100.5	97.8	30	4,6
BOEING	B-747-100	JT9D-7WET	750.00	585.00	100.2	97.3	30	4,6
BOEING	B-747-200	JT9D-3A	767.00	564.00	100.5	95.9	30	4,6
BOEING	B-747-200	JT9D-3AWET	773.00	585.00	99.6	96.1	30	4,6
BOEING	B-747-200	JT9D-7	770.00	564.00	99.4	96.1	30	4,6
BOEING	B-747-200	JT9D-70A	820.00	630.00	94.1	95.2	30	4
BOEING	B-747-200	JT9D-7F	775.00	564.00	99.1	96.6	30	4,6
BOEING	B-747-200	JT9D-7FWET	805.00	630.00	99.9	97.2	30	4,6
BOEING	B-747-200	JT9D-7WET	785.00	630.00	99.3	96.7	30	4,6
BOEING	B-747-200	RB211-524B	800.00	630.00	96.0	97.2	30	4
BOEING	B-747-200/300	CF6-50E	775.00	564.00	89.4	92.9	25*	8,15
BOEING	B-747-200/300	CF6-50E	775.00	564.00	89.4	94.4	30	8,15
BOEING	B-747-200/300	CF6-50E	833.00	666.00	92.2	93.8	25	8,15
BOEING	B-747-200/300	CF6-50E	833.00	630.00	92.2	94.8	30	8,15
BOEING	B-747-200/300	CF6-50E2	775.00	564.00	89.6	92.3	25*	8,15
BOEING	B-747-200/300	CF6-50E2	775.00	564.00	89.6	93.4	30	8,15
BOEING	B-747-200/300	CF6-50E2	833.00	666.00	92.2	93.0	25	8,15
BOEING	B-747-200/300	CF6-50E2	833.00	630.00	92.2	94.2	30	8,15
BOEING	B-747-200/300	CF6-80C2B1F	820.00	564.00	86.1	92.7	25*	8,15
BOEING	B-747-200/300	CF6-80C2B1F	820.00	564.00	86.1	93.7	30	8,15
BOEING	B-747-200/300	CF6-80C2B1F	833.00	666.00	86.9	93.3	25*	8,15
BOEING	B-747-200/300	CF6-80C2B1F	833.00	666.00	86.9	95.0	30	8,15
BOEING	B-747-200/300	RB211-524C2	775.00	564.00	95.7	95.3	25*	15
BOEING	B-747-200/300	RB211-524C2	775.00	564.00	95.7	96.5	30	15
BOEING	B-747-200/300	RB211-524C2	833.00	666.00	99.1	95.9	25	15
BOEING	B-747-200/300	RB211-524C2	833.00	585.00	99.1	96.8	30	15
BOEING	B-747-200/300	RB211-524D4	775.00	564.00	90.2	93.5	25*	8,15
BOEING	B-747-200/300	RB211-524D4	775.00	564.00	90.2	93.5	30	8,15
BOEING	B-747-200/300	RB211-524D4	833.00	666.00	93.9	93.5	25*	8,15
BOEING	B-747-200/300	RB211-524D4	833.00	666.00	93.9	94.1	30	8,15
BOEING	B-747-400	CF6-80C2B1F	820.00	564.00	85.2	92.5	25*	8,15
BOEING	B-747-400	CF6-80C2B1F	820.00	564.00	85.2	93.3	30	8,15
BOEING	B-747-400	CF6-80C2B1F	875.00	652.00	87.9	92.9	25*	8,15
BOEING	B-747-400	CF6-80C2B1F	875.00	652.00	87.9	94.2	30	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	820.00	564.00	85.2	92.5	25*	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	820.00	564.00	85.2	93.3	30	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	875.00	652.00	87.9	92.9	25*	8,15
BOEING	B-747-400	CF6-80C2B1F W/N1 MOD	875.00	652.00	87.9	94.2	30	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	820.00	564.00	84.3	93.1	25*	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	820.00	564.00	84.3	93.4	30	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	875.00	652.00	87.5	93.2	25*	8,15
BOEING	B-747-400	PW4056 PHASE 1/PKG B	875.00	652.00	87.5	93.9	30	8,15
BOEING	B-747-400	PW4056 PHASE 3(FB2B)	820.00	564.00	84.5	93.0	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3(FB2B)	820.00	564.00	84.5	93.3	30	8,15
BOEING	B-747-400	PW4056 PHASE 3(FB2B)	875.00	652.00	87.6	93.1	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3(FB2B)	875.00	652.00	87.6	93.8	30	8,15
BOEING	B-747-400	PW4056 PHASE 3(FB2C)	820.00	564.00	83.2	91.8	25*	8,15,23
BOEING	B-747-400	PW4056 PHASE 3(FB2C)	820.00	564.00	83.2	92.0	30	8,15,23
BOEING	B-747-400	PW4056 PHASE 3(FB2C)	820.00	564.00	84.1	93.0	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3(FB2C)	820.00	564.00	84.1	93.1	30	8,15
BOEING	B-747-400	PW4056 PHASE 3(FB2C)	875.00	652.00	86.1	91.9	25*	8,15,23
BOEING	B-747-400	PW4056 PHASE 3(FB2C)	875.00	652.00	87.3	93.0	25*	8,15
BOEING	B-747-400	PW4056 PHASE 3(FB2C)	875.00	652.00	87.3	93.5	30	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	820.00	564.00	86.7	93.9	30	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	820.00	564.00	86.7	94.1	25*	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	875.00	652.00	89.8	94.0	25*	8,15
BOEING	B-747-400	PW4056 PKG A (FB2T)	875.00	652.00	89.8	94.3	30	8,15
BOEING	B-747-400	RB211-524G	820.00	564.00	87.9	92.4	30	8,15
BOEING	B-747-400	RB211-524G	820.00	585.00	87.9	92.8	25	8,15
BOEING	B-747-400	RB211-524G	875.00	652.00	90.8	92.5	25*	8,15
BOEING	B-747-400	RB211-524G	875.00	652.00	90.8	93.0	30	8,15
BOEING	B-747-400	RB211-524H	820.00	564.00	86.3	92.4	30	8,15
BOEING	B-747-400	RB211-524H	820.00	585.00	86.3	92.8	25	8,15
BOEING	B-747-400	RB211-524H	875.00	652.00	89.0	92.5	25*	8,15
BOEING	B-747-400	RB211-524H	875.00	652.00	89.0	93.0	30	8,15
BOEING	B-747-400D	CF6-80C2B1F	600.00	564.00	75.3	92.6	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F	600.00	564.00	75.3	93.9	30	8,15
BOEING	B-747-400D	CF6-80C2B1F	833.00	630.00	86.3	93.0	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F	833.00	630.00	86.3	94.2	30	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	600.00	564.00	75.6	92.6	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	600.00	564.00	75.6	93.9	30	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	833.00	630.00	86.8	93.0	25*	8,15
BOEING	B-747-400D	CF6-80C2B1F W/N1 MOD	833.00	630.00	86.8	94.2	30	8,15
BOEING	B-747-400F	CF6-80C2B1F	830.00	630.00	85.2	92.8	25*	8,15
BOEING	B-747-400F	CF6-80C2B1F	830.00	630.00	85.2	93.9	30	8,15
BOEING	B-747-400F	CF6-80C2B1F	875.00	666.00	87.5	93.0	25*	8,15
BOEING	B-747-400F	CF6-80C2B1F	875.00	666.00	87.5	94.3	30	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	830.00	630.00	85.6	92.8	25*	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	830.00	630.00	85.6	93.9	30	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	875.00	666.00	88.0	93.0	25*	8,15
BOEING	B-747-400F	CF6-80C2B1F W/N1 MOD	875.00	666.00	88.0	94.3	30	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	830.00	630.00	83.7	92.2	25*	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	830.00	630.00	83.7	92.8	30	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	875.00	666.00	86.3	92.3	25*	8,15
BOEING	B-747-400F	PW4056 FB2B/2C	875.00	666.00	86.3	93.0	30	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	830.00	630.00	86.7	94.1	25*	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	830.00	630.00	86.7	94.1	30	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	875.00	666.00	89.4	94.0	25*	8,15
BOEING	B-747-400F	PW4056 PKG A (FB2T)	875.00	666.00	89.4	94.4	30	8,15
BOEING	B-747-400F	RB211-524G	830.00	630.00	88.0	92.6	25*	8,15
BOEING	B-747-400F	RB211-524G	830.00	630.00	88.0	92.8	30	8,15
BOEING	B-747-400F	RB211-524G	875.00	666.00	90.4	92.5	25*	8,15
BOEING	B-747-400F	RB211-524G	875.00	666.00	90.4	93.1	30	8,15
BOEING	B-747-400F	RB211-524H	830.00	630.00	86.7	92.6	25*	8,15
BOEING	B-747-400F	RB211-524H	830.00	630.00	86.7	92.8	30	8,15
BOEING	B-747-400F	RB211-524H	875.00	666.00	89.0	92.5	25*	8,15
BOEING	B-747-400F	RB211-524H	875.00	666.00	89.0	93.1	30	8,15
BOEING	B-747-SP	JT9D-7A	660.00	450.00	94.9	92.8	30	4,6
BOEING	B-747-SP	JT9D-7A	690.00	450.00	96.1	93.1	30	4,6
BOEING	B-747-SP	JT9D-7F	660.00	475.00	94.9	93.1	30	4,6
BOEING	B-747-SP	JT9D-7FWET	695.00	475.00	96.2	93.5	30	4,6
BOEING	B-747-SR	JT9D-7A	570.00	564.00	90.0	95.6	30	4,6
BOEING	B-747-SR	JT9D-7A	610.00	564.00	92.9	96.1	30	4,6
BOEING	B-757-200	PW-2037(BG-3)	220.00	198.00	69.9	87.7	30	8,15
BOEING	B-757-200	PW-2037(BG-3)	230.00	198.00	71.4	87.7	30	8,15
BOEING	B-757-200	PW-2037(BG-3)	240.00	198.00	73.2	86.6	25*	8,15
BOEING	B-757-200	PW2037	220.00	198.00	69.6	86.2	25*	8,15
BOEING	B-757-200	PW2037	220.00	198.00	69.6	87.2	30	8,15
BOEING	B-757-200	PW2037	255.50	210.00	75.9	86.7	25*	8,15
BOEING	B-757-200	PW2037	255.50	210.00	75.9	87.9	30	8,15
BOEING	B-757-200	PW2037(BG-3)	250.00	210.00	75.0	87.1	25*	8,15
BOEING	B-757-200	PW2037(BG-3)	250.00	210.00	75.0	88.2	30	8,15
BOEING	B-757-200	PW2040	220.00	198.00	67.9	86.2	25*	8,15
BOEING	B-757-200	PW2040	220.00	198.00	67.9	87.2	30	8,15
BOEING	B-757-200	PW2040	255.50	210.00	73.7	86.7	25*	8,15
BOEING	B-757-200	PW2040	255.50	210.00	73.7	87.9	30	8,15
BOEING	B-757-200	RB211-535C	220.00	198.00	72.8	88.9	25*	8,15
BOEING	B-757-200	RB211-535C	220.00	198.00	72.8	90.0	30	8,15
BOEING	B-757-200	RB211-535C	240.00	210.00	75.9	89.2	25*	8,15
BOEING	B-757-200	RB211-535C	240.00	210.00	75.9	89.2	30	8,15
BOEING	B-757-200	RB211-535E4	220.00	198.00	68.1	84.5	25*	8,15,36
BOEING	B-757-200	RB211-535E4	220.00	198.00	67.8	84.5	25*	8,15,35
BOEING	B-757-200	RB211-535E4	220.00	198.00	68.1	84.9	30	8,15,36

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
BOEING	B-757-200	RB211-535E4	220.00	198.00	67.8	84.9	30	8,15,35
BOEING	B-757-200	RB211-535E4	255.50	210.00	73.7	84.9	25*	8,15,35
BOEING	B-757-200	RB211-535E4	255.50	210.00	72.4	84.9	25*	8,15,36
BOEING	B-757-200	RB211-535E4	255.50	210.00	72.4	85.3	30	8,15,36
BOEING	B-757-200	RB211-535E4	255.50	210.00	73.7	85.3	30	8,15,35
BOEING	B-757-200	RB211-535E4B	220.00	198.00	67.1	84.5	25*	8,15,36
BOEING	B-757-200	RB211-535E4B	220.00	198.00	66.7	84.5	25*	8,15,35
BOEING	B-757-200	RB211-535E4B	220.00	198.00	67.1	84.9	30	8,15,36
BOEING	B-757-200	RB211-535E4B	220.00	198.00	66.7	84.9	30	8,15,35
BOEING	B-757-200	RB211-535E4B	255.50	210.00	72.4	84.9	25*	8,15,36
BOEING	B-757-200	RB211-535E4B	255.50	210.00	72.3	84.9	25*	8,15,35
BOEING	B-757-200	RB211-535E4B	255.50	210.00	72.4	85.3	30	8,15,36
BOEING	B-757-200	RB211-535E4B	255.50	210.00	72.3	85.3	30	8,15,35
BOEING	B-767-200	JT9D-7R4D	282.00	257.00	72.9	90.4	30	8,15
BOEING	B-767-200	JT9D-7R4D	315.00	270.00	77.1	89.2	25*	8,15
BOEING	B-767-200	JT9D-7R4E	360.00	300.00	82.3	89.5	25*	8,15
BOEING	B-767-200	JT9D-7R4E	360.00	300.00	82.3	91.3	30	8,15
BOEING	B-767-200/200ER	CF6-80A	279.90	257.00	71.3	89.1	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B2	300.00	270.00	70.3	88.4	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B2	351.00	300.00	75.8	88.4	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B4	351.00	270.00	73.8	88.4	30	8,15
BOEING	B-767-200/200ER	CF6-80C2B4	387.00	300.00	77.7	88.4	30	8,15
BOEING	B-767-200/200ER	PW4052	335.00	270.00	74.3	90.0	30	8,15
BOEING	B-767-200/200ER	PW4052	351.00	285.00	76.2	90.0	30	8,15
BOEING	B-767-200/200ER	PW4056	340.00	270.00	73.3	89.1	30	8,15
BOEING	B-767-200/200ER	PW4056 PHASE 3 (FB2C)	395.00	300.00	77.3	88.4	30	8,15,23
BOEING	B-767-300	CF6-80A	300.00	280.00	74.5	89.1	25*	8,15
BOEING	B-767-300	CF6-80A	300.00	280.00	74.5	89.2	30	8,15
BOEING	B-767-300	CF6-80A	351.00	320.00	80.6	89.2	25*	8,15
BOEING	B-767-300	CF6-80A	351.00	320.00	80.6	89.4	30	8,15
BOEING	B-767-300	CF6-80A2	300.00	280.00	73.7	89.1	25*	8,15
BOEING	B-767-300	CF6-80A2	300.00	280.00	73.7	89.2	30	8,15
BOEING	B-767-300	CF6-80A2	351.00	320.00	79.7	89.2	25*	8,15
BOEING	B-767-300	CF6-80A2	351.00	320.00	79.7	89.4	30	8,15
BOEING	B-767-300	JT9D-7R4D(B)	300.00	280.00	75.7	89.7	25*	8,15
BOEING	B-767-300	JT9D-7R4D(B)	300.00	280.00	75.7	91.2	30	8,15
BOEING	B-767-300	JT9D-7R4D(B)	351.00	320.00	81.6	90.8	25*	8,15
BOEING	B-767-300	JT9D-7R4D(B)	351.00	320.00	81.6	92.3	30	8,15
BOEING	B-767-300	JT9D-7R4E	300.00	280.00	74.8	89.7	25*	8,15
BOEING	B-767-300	JT9D-7R4E	300.00	280.00	74.8	91.2	30	8,15
BOEING	B-767-300	JT9D-7R4E	351.00	320.00	80.8	90.8	25*	8,15
BOEING	B-767-300	JT9D-7R4E	351.00	320.00	80.8	92.3	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	300.00	280.00	70.8	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	300.00	280.00	70.8	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B2F	351.00	340.00	75.9	88.7	25*	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
BOEING	B-767-300/300ER	CF6-80C2B2F	351.00	340.00	75.9	90.0	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	380.00	280.00	77.1	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	380.00	280.00	77.1	88.5	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	407.00	320.00	79.8	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4	407.00	320.00	79.8	89.3	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	295.00	280.00	69.0	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	295.00	280.00	69.0	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	412.00	320.00	80.3	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B4F W/N1 MOD	412.00	320.00	80.3	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	288.70	280.00	67.6	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	288.70	280.00	67.6	88.5	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	412.00	320.00	79.1	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6	412.00	320.00	79.1	89.3	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	345.00	280.00	72.7	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	345.00	280.00	72.7	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	408.00	320.00	78.5	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F	408.00	320.00	78.5	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	288.70	280.00	67.6	88.4	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	288.70	280.00	67.6	88.6	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	408.00	320.00	78.7	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B6F W/N1 MOD	408.00	320.00	78.7	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	407.00	320.00	77.8	88.5	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	407.00	320.00	77.8	89.4	30	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	412.00	340.00	78.2	88.7	25*	8,15
BOEING	B-767-300/300ER	CF6-80C2B7F	412.00	340.00	78.2	90.3	30	8,15
BOEING	B-767-300/300ER	PW4056	295.00	280.00	68.9	89.9	25*	8,15
BOEING	B-767-300/300ER	PW4056	295.00	280.00	68.9	90.2	30	8,15
BOEING	B-767-300/300ER	PW4056	407.00	320.00	81.2	90.2	25*	8,15
BOEING	B-767-300/300ER	PW4056	407.00	320.00	81.2	90.5	30	8,15
BOEING	B-767-300/300ER	PW4060	315.00	280.00	70.3	89.9	25*	8,15
BOEING	B-767-300/300ER	PW4060	315.00	280.00	70.3	90.2	30	8,15
BOEING	B-767-300/300ER	PW4060	408.00	320.00	80.0	90.2	25*	8,15
BOEING	B-767-300/300ER	PW4060	408.00	320.00	80.0	90.5	30	8,15
BOEING	B-767-300/300ER	PW4060 PHASE 3 (FB2C)	412.00	320.00	78.0	88.7	30	8,15,23
BOEING	B-767-300/300ER	RB211-524G	340.00	280.00	76.4	88.7	30	8,15
BOEING	B-767-300/300ER	RB211-524G	340.00	280.00	76.4	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524G	407.00	320.00	82.6	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524G	407.00	320.00	82.6	89.2	30	8,15
BOEING	B-767-300/300ER	RB211-524H	340.00	280.00	75.5	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524H	340.00	280.00	75.5	88.7	30	8,15
BOEING	B-767-300/300ER	RB211-524H	407.00	320.00	81.5	88.7	25*	8,15
BOEING	B-767-300/300ER	RB211-524H	407.00	320.00	81.5	89.2	30	8,15
BOEING	B-777-200	GE90-76B	506.00	445.00	72.6	87.6	25*	8,15
BOEING	B-777-200	GE90-76B	506.00	445.00	72.6	88.5	30	8,15
BOEING	B-777-200	GE90-76B	535.00	445.00	74.5	87.6	25*	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
BOEING	B-777-200	GE90-76B	535.00	445.00	74.5	88.5	30	8,15
BOEING	B-777-200	PW4077	447.50	445.00	73.1	88.5	25*	8,15
BOEING	B-777-200	PW4077	447.50	445.00	73.1	89.0	30	8,15
BOEING	B-777-200	PW4077	535.00	445.00	77.8	88.5	25*	8,15
BOEING	B-777-200	PW4077	535.00	445.00	77.8	89.0	30	8,15
BOEING	B-777-200	RR TRENT 875	506.00	445.00	78.1	88.7	25*	8,15
BOEING	B-777-200	RR TRENT 875	506.00	445.00	78.1	90.1	30	8,15
BOEING	B-777-200	RR TRENT 875	535.00	445.00	80.0	88.7	25*	8,15
BOEING	B-777-200	RR TRENT 875	535.00	445.00	80.0	90.1	30	8,15
BOEING	B-777-200	RR TRENT 877	506.00	445.00	77.4	88.7	25*	8,15
BOEING	B-777-200	RR TRENT 877	506.00	445.00	77.4	90.1	30	8,15
BOEING	B-777-200	RR TRENT 877	535.00	445.00	79.3	88.7	25*	8,15
BOEING	B-777-200	RR TRENT 877	535.00	445.00	79.3	90.1	30	8,15
BRITTEN-NORMAN	ISLANDER BN-2B	O-540-E4C5	6.20	6.20	68.0	73.0	-	11
CANADAIR	CHALLENGER CL-600	ALF-502L	40.40	36.00	66.9	81.7	45	12
CANADAIR	CHALLENGER CL-600	ALF-502L	41.25	36.00	67.5	81.7	45	15
CANADAIR	CHALLENGER CL-601	CF34-1A	43.10	36.00	66.4	80.4	-	15
CANADAIR	CHALLENGER CL-601	CF34-1A	45.10	36.00	67.0	80.4	45	15
CANADAIR	CHALLENGER CL-601	CF34-3A/A1/A2	45.10	36.00	66.5	80.4	45	15
CANADAIR	RJ (CL-600-2B19)	CF34-3A1	47.50	44.70	62.7	81.4	45	15
CANADAIR	RJ (CL-600-2B19)	CF34-3A1	53.00	47.00	67.2	81.4	45	15
CASA AIRCRAFT	C-212-CC	TPE 331-10/10R-501C/511C	16.98	16.42	65.7	79.7	40	15
CASA AIRCRAFT	C-212-CD	TPE 331-10R-512C/502C	16.98	16.42	64.7	80.5	40	15
CASA AIRCRAFT	C-212-CE	TPE 331-10R-512C/502C	16.98	16.42	64.7	80.5	40	15
CASA AIRCRAFT	C-212-CF	TPE 331-10R-501C/511C	16.98	16.42	65.7	79.7	40	15
CASA AIRCRAFT	C-212-DE	PT6A-5B	16.98	16.42	68.0	76.9	40	15
CASA AIRCRAFT	C-212-DF	TPE 331-10R-502C/512C/513C	16.98	16.42	64.7	80.5	40	15
CASA AIRCRAFT	CN-235-100	CT7-9C	33.30	32.80	68.8	80.8	23	15
CASA AIRCRAFT	CN-235-200	CT7-9C	34.80	34.40	70.1	79.9	40	15
CESSNA	150	O-200-A	1.60	1.60	56.0	59.0	-	11
CESSNA	150M	O-200-A	1.60	1.60	55.0	59.0	-	11
CESSNA	152	O-235-L2C	1.70	1.70	55.0	59.0	-	11
CESSNA	170B	C-145-2H	2.20	2.20	68.0	61.0	-	11
CESSNA	172	O-320-E2D	2.30	2.30	61.0	61.0	-	11
CESSNA	172N	O-320-H2AD	2.30	2.30	63.0	62.0	-	10
CESSNA	177RG	I0-360-A1B6	2.80	2.80	65.0	62.0	-	11
CESSNA	180	O-470-J	2.80	2.80	69.0	63.0	-	11
CESSNA	182P	O-470-S	3.00	3.00	70.0	56.0	-	10,11
CESSNA	182Q	O-470-U	3.00	3.00	69.0	56.0	-	10,11
CESSNA	185F	I0-520-D	3.40	3.40	66.0	64.0	-	11
CESSNA	206	I0-520-A	3.30	3.30	70.2	63.5	-	11
CESSNA	207	I0-520-F	3.80	3.80	74.3	63.8	-	11
CESSNA	210	I0-520-L	3.80	3.80	71.4	67.1	-	10,11
CESSNA	310Q	I0-470-V0	5.20	5.20	68.0	73.7	-	10,11
CESSNA	310R	TSIO-520-BB	5.50	5.50	65.0	73.0	-	11

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
CESSNA	320C	TSIO-470-D	5.20	5.20	70.0	73.0	-	11
CESSNA	337H	IO-360-G	4.60	4.60	70.0	72.0	-	11
CESSNA	340A	TSIO-520-MB	6.00	6.00	66.0	73.0	-	11
CESSNA	401	TSIO-520-E	6.30	6.30	67.0	73.0	-	11
CESSNA	402C	TSIO-520-VB	6.90	6.90	68.0	74.0	-	11
CESSNA	404	GTSIO-520-M	8.40	8.40	61.0	74.0	-	11
CESSNA	414A	TSIO-520-N	6.80	6.80	67.0	73.0	-	11
CESSNA	421C	GTSIO-520-L	7.50	7.50	61.0	74.0	-	11
CESSNA	500	JT15D-1	10.90	10.90	67.0	77.7	40	15
CESSNA	560	JT15D-5A	15.90	15.20	68.7	80.5	35	8,15
CESSNA	CARAVAN I	PT6A-114	7.30	7.30	64.9	73.0	-	
CESSNA	CITATION I	JT15D-1A	11.90	11.40	67.3	77.7	40	15
CESSNA	CITATION II (550)	JT15D-4	13.30	12.70	62.6	79.3	40	15
CESSNA	CITATION II (550)	JT15D-4	14.60	13.50	67.4	79.8	40	8,15
CESSNA	CITATION III (650)	TFE731-3B-100S	21.50	19.00	68.8	81.1	20*	8,15
CESSNA	CITATION III (650)	TFE731-3B-100S	22.00	20.00	69.3	81.4	20*	7,8,15
CESSNA	CITATION III (650)	TFE731-3B-100S	22.00	20.00	69.3	84.8	37	7,8,15
CESSNA	CITATION JET (525)	FJ44-1A	10.40	9.70	60.3	81.7	35	8,15
CESSNA	CITATION ULTRA (560)	JT15D-5D	16.30	15.20	67.1	78.0	35	8,15
CESSNA	CITATION V (560)	JT15D-5A	16.30	15.20	69.4	80.5	35	8,15
CESSNA	CITATION VI (650)	TFE731-3C-100S	22.00	20.00	69.3	84.8	37	8,15
CESSNA	CITATION VII (650)	TFE731-4R-3S	22.45	20.00	65.4	81.6	40	8,15
CESSNA	CONQUEST I	PT6A-112	8.20	8.20	63.0	75.0	-	10,11
CESSNA	CONQUEST II	TPE-331-8	9.80	9.80	63.0	76.5	-	5,11
CESSNA	S550 (SII)	JT15D-4B	15.10	14.40	64.8	79.6	35	8,15
CESSNA	T210L	TSIO-520-R	3.80	3.80	73.0	64.0	-	11
CESSNA	T210M	TSIO-520-R	3.80	3.80	71.0	64.0	-	11
CESSNA	TU206G	TSIO-520-M	3.60	3.60	71.0	64.0	-	11
CLASSIC AIRCRAFT	WACO CLASSIC F-5	R-755-B2	2.70	2.70	57.8	63.4	-	11
CONCORDE	CONCORDE	O-593/M-602	400.00		112.9	109.5	-	4,8
DASSAULT	FALCON 10	TFE731-2	19.30	17.64	69.4	81.8	30*	8,15
DASSAULT	FALCON 10	TFE731-2	19.30	17.64	69.4	85.3	52	8,15
DASSAULT	FALCON 20	CF700-2D-2	28.60	27.30	77.0	90.1	25*	8,15
DASSAULT	FALCON 20	CF700-2D-2	28.60	27.30	77.0	93.1	40	8,15
DASSAULT	FALCON 20	CF700-2D2Q	28.60	27.30	71.4	88.9	40	8,15
DASSAULT	FALCON 20-C5/D5/E5	TFE731-5AR-2C	29.10	27.76	72.0	81.8	40	8,15
DASSAULT	FALCON 20-C5/D5/E5	TFE731-5AR-2C	29.10	27.76	69.2	81.8	40	8,15,27
DASSAULT	FALCON 20-D	CF700-2D-2 w/GE CID 65476	28.66	27.32	71.4	88.9	40	8,15
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	29.10	27.76	70.6	79.4	25*	8,15
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	29.10	27.76	70.6	81.0	40	8,15
DASSAULT	FALCON 20-F5	TFE731-5AR-2C	29.10	27.76	68.1	81.0	40	8,15,27
DASSAULT	FALCON 50	TFE731-3-1C	38.80	35.70	70.9	82.0	20*	8,15
DASSAULT	FALCON 50	TFE731-3-1C	38.80	35.70	70.9	87.6	48	8,15
DASSAULT	FALCON 200	ATF3-6A-4C	32.00	28.80	71.7	84.1	40	8,15
DASSAULT	FALCON 900	TFE731-5AR-1C	45.50	42.00	69.2	81.0	20*	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
DASSAULT	FALCON 900	TFE731-5AR-1C	45.50	42.00	71.2	82.6	40	8,15
DASSAULT	FALCON 900	TFE731-5BR-1C	46.50	42.00	69.9	82.5	40	8,15
DASSAULT	FALCON 2000	CFE738-1-1B	36.50	33.00	64.0	83.7	40	8,15
DEHAVILLAND	DHC-6	PT6A-27	12.50	12.50	67.0	78.0	-	4
DEHAVILLAND	DHC-6	PT6A-27	12.50	12.50	67.0	78.0	-	4
DEHAVILLAND	DHC-7	PT6A-50	45.50	42.00	69.0	84.0	25	15
DEHAVILLAND	DHC-8 102	PW120	34.50	33.90	66.7	81.2	35	15
DEHAVILLAND	DHC-8 103	PW121	34.50	33.90	65.7	81.2	35	15
DEHAVILLAND	DHC-8 106	PW121	36.30	33.90	66.4	81.2	35	15
DEHAVILLAND	DHC-8 201/202	PW123	36.30	33.90	66.4	81.2	35	15
DEHAVILLAND	DHC-8 311	PW123	43.00	42.00	65.4	80.7	35	8,15
DEHAVILLAND	DHC-8 314	PW123	43.00	42.00	67.1	80.6	35	8,15
DORNIER	DORNIER 228	TPE-331-5-252D	13.10	12.60	66.3	74.7	-	
DOUGLAS	DC-3	R-1830-90C	25.20	24.40	85.0	84.0	-	5
EMBRAER	EMB 110-P2	PT6A-34	12.50	12.50	71.0	76.0	-	4
EMBRAER	EMB-120 BRASILIA	PW115	21.20	21.20	63.2	81.8	45	12
FAIRCHILD	F-27-F	RR DART MK529	38.50	36.70	77.3	87.0	-	11
FAIRCHILD	SA226-AC METRO III	TPE-331-11U	14.50	14.00	69.2	78.5	-	10,11
FAIRCHILD	SA226-AT	TPE-331-3U-303G	12.50	12.50	71.0	76.0	-	4
FAIRCHILD	SA226-T	TPE-331-3U-303G	12.50	12.50	71.0	76.0	-	4
FAIRCHILD	SA226-T(B) MERLIN III B	TPE-331-10U	12.50	12.50	68.9	78.5	-	5,11
FAIRCHILD	SA226-TC METRO II	TPE-331-3UW-303G	12.50	12.50	71.0	76.0	-	4
FAIRCHILD	SA227-AT MERLIN III C	TPE-331-10U	13.20	13.20	69.5	78.5	-	5,11
FAIRCHILD	SA227-AT MERLIN IV C	TPE-331-11U	14.50	14.00	69.2	78.5	-	10,11
FOKKER	F-27 MK500/600	MK552-7R	45.00	41.00	75.3	79.1	40	15,16
FOKKER	F-27 MK500/600	MK552-7R	45.90	43.50	76.0	79.4	40	15,16
FOKKER	F-27-100	RR DART6 MK514	39.00	37.50	76.0	82.6	-	11
FOKKER	F-27-200	MK532-7	43.50	41.00	78.0	88.1	-	5
FOKKER	F-27-500/600	MK532-7R	43.50	42.00	78.0	86.8	-	5
FOKKER	F-28 MK1000	SPEY MK555-15	65.00	59.00	79.2	94.1	42	4
FOKKER	F-28 MK1000	SPEY MK555-15	65.00	59.00	79.2	94.7	42	4
FOKKER	F-28 MK4000	SPEY MK555-15H	73.00	64.00	75.5	86.3	-	
FOKKER	F100	RR TAY MK620-15	95.00	88.00	72.0	83.3	42	8,15
FOKKER	F100	RR TAY MK650-15	98.00	88.00	69.9	82.1	25*	8,15
FOKKER	F100	RR TAY MK650-15	98.00	88.00	69.9	82.8	42	8,15
FOKKER	F70	RR TAY MK620-15	81.00	75.00	65.4	78.6	42	8,15
FOKKER	F70	RR TAY MK620-15	92.00	81.00	69.2	79.0	42	8,15
GENERAL DYNAMICS	CV-440	R-2800	48.00	47.20	86.0	84.0	-	5
GENERAL DYNAMICS	CV-580	501-D13	54.60	52.00	74.3	85.7	-	10
GULFSTREAM	112	IO-360-C1D6	2.70	2.70	63.0	62.0	-	11
GULFSTREAM	500S	IO-540-E1B5	6.80	6.80	76.0	77.0	-	10
GULFSTREAM	560E	GO-480-C1B6	6.50	6.50	59.0	73.0	-	11
GULFSTREAM	680FL	IGSO-540-B1A	8.50	8.00	64.0	74.0	-	11
GULFSTREAM	690B	TPE-331-5-251K	10.30	9.70	66.0	76.0	-	10
GULFSTREAM	690C COMMANDER 840	TPE-331-5	10.30	9.70	61.3	77.4	-	5,11

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
GULFSTREAM	690D COMMANDER 900	TPE-331-5	10.70	10.60	61.7	77.4	-	10
GULFSTREAM	695	TPE-331-10	10.30	9.70	62.0	77.4	-	5,15
GULFSTREAM	695 COMMANDER 980	TPE-331-10	10.30	9.70	62.0	77.4	-	5,11
GULFSTREAM	695A COMMANDER 1000	TPE-331-10	11.20	10.60	61.6	77.9	-	5,11
GULFSTREAM	AA-1B	O-235	1.60	1.60	57.1	59.0	-	11
GULFSTREAM	AA-5A	O-320-E2G	2.20	2.20	60.0	61.0	-	11
GULFSTREAM	AA-5B TIGER	O-360-A4K	2.20	2.20	57.4	52.0	-	10,11
GULFSTREAM	GA-7	O-320-D1D	3.80	3.80	63.0	72.0	-	4
GULFSTREAM	GULFSTREAM I	RR DART MK529	35.10	33.60	71.0	85.9	-	15
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	58.50	82.6	83.9	20*	8,15,16
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	58.50	80.1	83.9	20*	8,15,16
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	62.00	58.50	82.6	90.6	39	8,15,16
GULFSTREAM	GULFSTREAM II	SPEY MK511-8	65.50	58.50	84.2	90.7	39	8,15,16
GULFSTREAM	GULFSTREAM IIB/GIII	SPEY MK511-8	69.70	58.50	82.8	82.5	20*	8,15,16
GULFSTREAM	GULFSTREAM IIB/GIII	SPEY MK511-8	69.70	58.50	82.8	89.7	39	8,15,16
GULFSTREAM	GULFSTREAM IV	RR TAY 611-8	73.20	58.50	64.2	80.7	39	8,15
GULFSTREAM	GULFSTREAM IV - SP	RR TAY 611-8	74.60	66.00	64.9	81.3	39	8,15
IAI	1121 COMMODORE	CJ610-5	18.50	18.50	89.7	100.0	-	4
IAI	1123 WESTWIND	CJ610-9	20.70	19.00	89.7	99.0	-	4
IAI	1124 WESTWIND	TFE731-3-1G	22.90	19.00	67.4	84.0	40	8,15
IAI	1124A WESTWIND II	TFE731-3-1G	23.50	19.00	70.3	84.2	40	15
IAI	1124IW WESTWIND IW	TFE731-3-1G	23.50	19.00	71.7	84.0	40	15
IAI	1125 ASTRA	TFE731-3A-200G	23.50	20.70	70.3	80.4	40	8,15
IAI	1125 ASTRA	TFE731-3A-200G	24.65	20.70	72.1	80.4	40	8,15
JETSTREAM	JETSTREAM 31	TPE331-10U-501H	15.20	14.60	63.7	74.7	-	15
JETSTREAM	JETSTREAM 4100	TPE331-14-801H/802H	23.00	22.30	71.6	76.4	15	12,15
JETSTREAM	JETSTREAM 4100	TPE331-14-801H/802H/805H	24.00	23.30	72.5	76.3	15	12,15
LEARJET	LEARJET 23	CJ610-1	12.50	11.90	84.7	89.7	-	4,8
LEARJET	LEARJET 24B/D W/RAISBECK	CJ610-6	13.50	11.90	77.8	92.0	40	8,13
LEARJET	LEARJET 24D	CJ610-6	13.50	11.90	80.6	89.4	40	8
LEARJET	LEARJET 24D	CJ610-6	13.50	11.90	80.6	94.7	40	4,8,17
LEARJET	LEARJET 24E	CJ610-6	12.90	11.90	73.1	88.3	40	4,8
LEARJET	LEARJET 24F	CJ610-6	12.90	11.90	74.6	88.3	40	4,8
LEARJET	LEARJET 25 B/C/D/F XR	CJ610-6/8A	16.30	13.30	82.3	92.0	40	8,13
LEARJET	LEARJET 25B/C	CJ610-6	15.00	13.30	82.8	93.8	40	4,8,18
LEARJET	LEARJET 25D	CJ610-6	15.00	13.30	79.7	88.2	40	8,13
LEARJET	LEARJET 25F	CJ610-6	15.00	13.30	79.7	88.2	40	4,8
LEARJET	LEARJET 31	TFE731-2-3B	17.00	15.30	68.9	82.9	40	13,15
LEARJET	LEARJET 35	TFE731-2	17.00	14.30	70.4	83.1	40	4
LEARJET	LEARJET 35 W/CENTURY III	TFE731-2	17.00	14.30	65.6	81.6	40	8,15
LEARJET	LEARJET 35A	TFE731-2	18.00	15.30	71.6	81.7	40	15
LEARJET	LEARJET 35A/36A	TFE731-2	18.30	15.30	65.1	81.7	40	8,15
LEARJET	LEARJET 36	TFE731-2	17.00	14.30	70.6	83.1	40	4
LEARJET	LEARJET 36 W/CENTURY III	TFE731-2	17.00	14.30	65.6	81.6	40	8,15
LEARJET	LEARJET 36A	TFE731-2	18.00	15.30	71.6	81.7	40	15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
LEARJET	LEARJET 55	TFE731-3B	20.50	17.00	67.0	81.5	40	15
LEARJET	LEARJET 55B	TFE731-3A-2B	21.50	18.00	68.4	81.9	40	
LEARJET	LEARJET 60	PW305A	23.10	19.50	60.9	77.4	40	8,15
LOCKHEED	1329 JETSTAR	JT12A-8	42.00	35.00	88.7	101.0	50	8,13
LOCKHEED	1329-23 JETSTAR w/STAR 3	TFE731-3	44.25	36.00	74.7	88.3	59	8,15,33
LOCKHEED	1329-25 JETSTAR	TFE731-3-IE	43.80	36.00	82.3	88.3	50	4
LOCKHEED	1329-25 JETSTAR w/STAR 3	TFE731-3	44.50	36.00	75.0	88.3	59	8,15,34
LOCKHEED	L-1011	RB211-22B	430.00	358.00	85.1	91.3	33*	4,5
LOCKHEED	L-1011	RB211-22B	430.00	358.00	85.1	92.1	42	4,5
LOCKHEED	L-1011-1	RB211-22C	396.00	358.00	85.2	90.0	33*	4,8
LOCKHEED	L-1011-1	RB211-22C	416.00	358.00	85.3	90.8	33*	8
LOCKHEED	L-1011-1	RB211-22C	422.00	358.00	86.9	91.4	33*	
LOCKHEED	L-1011-1	RB211-22C	430.00	358.00	87.1	92.7	42	
LOCKHEED	L-188	501-D13	116.00	95.70	81.3	89.5	-	4,8
MAULE	MX7-235	0540-JLA5D	2.50	2.50	63.2	62.7	-	11
MCDONNELL DOUG.	DC-08-50 W/QNC QN	JT3D-3B	309.80	240.00	90.3	94.5	-	8,12
MCDONNELL DOUG.	DC-08-61 (BAC/BAC II)	JT3D-3B	325.00	240.00	88.8	91.2	35	8,15,16
MCDONNELL DOUG.	DC-08-61 W/QNC QN	JT3D-3B	309.80	240.00	90.3	94.5	-	8,12
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-3B	335.00	250.00	90.0	90.0	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-3B	348.00	240.00	91.1	89.8	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/BACII)	JT3D-7	335.00	250.00	87.8	93.1	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-3B	335.00	250.00	88.8	89.3	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-3B	350.00	240.00	90.0	88.9	35	8,15,16
MCDONNELL DOUG.	DC-08-62 (BAC/R1)	JT3D-7	335.00	250.00	87.8	93.1	35	8,15,16
MCDONNELL DOUG.	DC-08-63 (BAC/BACII)	JT3D-7	353.00	275.00	89.2	93.5	35	8,15,16
MCDONNELL DOUG.	DC-08-63 (BAC/R1)	JT3D-7	355.00	275.00	89.2	93.5	35	8,15,16
MCDONNELL DOUG.	DC-08-63 W/ADC QN	JT3D-3B	355.00	245.00	91.7	96.0	50	8,15
MCDONNELL DOUG.	DC-08-63 W/TNC QN	JT3D-3B	350.00	250.00	90.5	95.4	50	8,15
MCDONNELL DOUG.	DC-08-63 W/TNC QN	JT3D-7	355.00	275.00	89.6	95.2	35	8,15
MCDONNELL DOUG.	DC-08-63F W/ADC QN	JT3D-7	355.00	245.00	91.0	95.9	50	8,15
MCDONNELL DOUG.	DC-08-71	CFM56-2-C1	337.00	245.00	84.1	88.8	46	
MCDONNELL DOUG.	DC-08-72	CFM56-2-C1	362.50	245.00	85.6	88.6	46	
MCDONNELL DOUG.	DC-08-73	CFM56-2-C1	362.50	245.00	85.6	88.6	46	
MCDONNELL DOUG.	DC-09-10	JT8D-7	90.70	81.70	78.6	89.1	50	1,8,15
MCDONNELL DOUG.	DC-09-10	JT8D-7	90.70	81.70	79.7	95.7	50	8,15
MCDONNELL DOUG.	DC-09-10 w/ABS STC1563GL	JT8D-7	90.70	81.70	76.3	86.7	40	8,15,16
MCDONNELL DOUG.	DC-09-20 w/ABS STC1613GL	JT8D-9	100.00	93.40	78.3	86.8	40	8,15,16
MCDONNELL DOUG.	DC-09-30	JT8D-15	114.00	101.00	85.8	90.9	50	1,8,15
MCDONNELL DOUG.	DC-09-30	JT8D-17	121.00	101.00	88.2	92.2	50	1,8,15
MCDONNELL DOUG.	DC-09-30	JT8D-7	108.00	99.00	85.5	89.9	50	1,8,15
MCDONNELL DOUG.	DC-09-30	JT8D-7	108.00	99.00	87.1	96.0	50	8,15
MCDONNELL DOUG.	DC-09-30	JT8D-9	108.00	99.00	85.4	90.6	50	1,8,15
MCDONNELL DOUG.	DC-09-30	JT8D-9	108.00	99.00	86.5	93.8	50	8,15
MCDONNELL DOUG.	DC-09-30	JT8D-9	110.00	99.00	86.3	90.8	50	1,8,15
MCDONNELL DOUG.	DC-09-30 w/ABS STC1613GL	JT8D-7	103.00	99.00	80.2	87.0	40	8,15,16

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
MCDONNELL DOUG.	DC-09-30 w/ABS STC1613GL	JT8D-7	105.00	101.00	81.0	87.1	40	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ABS STC1613GL	JT8D-9	103.00	99.00	79.3	87.0	40	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ABS STC1613GL	JT8D-9	105.00	101.00	80.0	87.1	40	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ABS STC165CH	JT8D-11	111.00	101.00	79.9	87.2	40	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ABS STC165CH	JT8D-7	105.00	101.00	79.8	87.1	40	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ABS STC165CH	JT8D-7	108.50	101.00	81.1	87.1	40	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ABS STC165CH	JT8D-9	105.00	99.00	78.8	87.0	40	8,15,16
MCDONNELL DOUG.	DC-09-30 w/ABS STC165CH	JT8D-9	111.70	102.00	81.3	87.2	40	8,15,16
MCDONNELL DOUG.	DC-09-40	JT8D-11	107.00	102.00	84.8	90.0	50	1,8,15
MCDONNELL DOUG.	DC-09-40	JT8D-11	114.00	102.00	87.5	90.9	50	1,8,15
MCDONNELL DOUG.	DC-09-40	JT8D-15	114.00	102.00	85.8	90.9	50	1,8,15
MCDONNELL DOUG.	DC-09-40 w/ABS STC165CH	JT8D-11	111.00	99.00	80.1	87.3	40	8,15,16
MCDONNELL DOUG.	DC-09-40 w/ABS STC165CH	JT8D-9	111.70	101.00	81.3	87.4	40	8,15,16
MCDONNELL DOUG.	DC-09-50	JT8D-15	110.00	110.00	84.3	89.5	-	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-15	121.00	110.00	88.4	89.5	40*	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-15	121.00	110.00	88.4	92.0	50	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	115.00	104.00	85.9	89.5	-	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	121.00	110.00	88.2	89.5	40*	1,8,15
MCDONNELL DOUG.	DC-09-50	JT8D-17	121.00	110.00	88.2	92.3	50	1,8,15
MCDONNELL DOUG.	DC-10-10	CF6-6D	410.00	363.50	85.2	90.3	35*	15
MCDONNELL DOUG.	DC-10-10	CF6-6D	410.00	363.50	85.2	95.1	50	15
MCDONNELL DOUG.	DC-10-10	CF6-6D	440.00	363.50	88.5	91.1	35*	15
MCDONNELL DOUG.	DC-10-10	CF6-6D	440.00	363.50	88.5	95.7	50	15
MCDONNELL DOUG.	DC-10-10	CF6-6D1	386.50	363.50	80.9	89.8	35*	15
MCDONNELL DOUG.	DC-10-10	CF6-6D1	386.50	363.50	80.9	94.7	50	15
MCDONNELL DOUG.	DC-10-10	CF6-6D1	440.00	363.50	85.3	95.7	50	15
MCDONNELL DOUG.	DC-10-30	CF6-50A	519.60	403.00	91.4	93.0	35*	15
MCDONNELL DOUG.	DC-10-30	CF6-50A	519.60	403.00	91.4	96.0	50	15
MCDONNELL DOUG.	DC-10-30	CF6-50A	565.00	403.00	95.7	93.4	35*	15
MCDONNELL DOUG.	DC-10-30	CF6-50C	565.00	411.00	94.1	96.2	50	15
MCDONNELL DOUG.	DC-10-30	CF6-50C1	562.00	403.00	93.9	97.1	50	15
MCDONNELL DOUG.	DC-10-30	CF6-50C1	572.00	421.00	94.6	93.5	35*	15
MCDONNELL DOUG.	DC-10-30	CF6-50C1	590.00	411.00	96.4	97.3	50	15
MCDONNELL DOUG.	DC-10-30	CF6-50C2	555.00	403.00	84.4	94.2	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2	590.00	411.00	87.2	95.1	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2B	555.00	424.00	83.6	94.2	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50C2B	590.00	411.00	86.7	95.1	50	8,15
MCDONNELL DOUG.	DC-10-30	CF6-50CA	565.00	424.00	95.7	96.3	50	15
MCDONNELL DOUG.	DC-10-30	CF6-6K	410.00	403.00	82.6	88.7	35*	8,15
MCDONNELL DOUG.	DC-10-30	CF6-6K	455.00	403.00	88.8	94.2	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	430.00	403.00	85.0	94.5	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	484.00	403.00	88.4	89.4	35*	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	484.00	403.00	88.4	94.5	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	530.00	403.00	91.7	90.2	35*	15
MCDONNELL DOUG.	DC-10-40	JT9D-20	530.00	403.00	91.7	94.9	50	15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
MCDONNELL DOUG.	DC-10-40	JT9D-59A	555.00	403.00	90.6	94.9	35*	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	555.00	403.00	90.6	97.1	50	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	572.00	403.00	91.8	94.9	35*	15
MCDONNELL DOUG.	DC-10-40	JT9D-59A	572.00	403.00	91.8	97.1	50	15
MCDONNELL DOUG.	MD-80	JT8D-209	140.00	128.00	80.3	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	140.00	128.00	80.3	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	149.50	130.00	83.2	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-209	149.50	130.00	83.2	83.9	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	140.00	128.00	78.7	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	140.00	128.00	78.7	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.50	130.00	81.4	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217	149.50	130.00	81.4	83.9	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	140.00	128.00	78.7	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217A	140.00	128.00	78.7	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	140.00	128.00	78.3	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-217C	140.00	128.00	78.3	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	150.00	83.7	83.9	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	150.00	83.7	85.0	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	128.00	77.5	83.5	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	140.00	128.00	77.5	83.8	40	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	150.00	82.1	83.9	28*	8,15
MCDONNELL DOUG.	MD-80	JT8D-219	160.00	150.00	82.1	85.0	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	125.00	120.00	74.7	83.3	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	125.00	120.00	74.7	83.7	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	130.00	81.2	83.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217A	149.50	130.00	81.2	84.3	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	120.00	74.5	83.3	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	125.00	120.00	74.5	83.7	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	149.50	130.00	80.6	83.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-217C	149.50	130.00	80.6	84.3	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	140.00	128.00	77.4	83.5	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	140.00	128.00	77.4	84.2	40	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	149.50	130.00	79.7	83.6	28*	8,15
MCDONNELL DOUG.	MD-87	JT8D-219	149.50	130.00	79.7	84.3	40	8,15
MCDONNELL DOUG.	MD-90-30	V2525-D5	156.00	142.00	71.1	83.3	40	8,15
MCDONNELL DOUG.	MD-90-30	V2528-D5	156.00	142.00	69.0	83.3	40	8,15
MESSERSCHMITT	HFB-320 HANSA	CJ610-9	20.30	19.40	89.7	99.0	-	13
MITSUBISHI	MU-2B-26A	TPE-331-5-252M	10.00	10.00	64.0	76.0	-	4
MITSUBISHI	MU-2B-36A	TPE-331-5-252M	11.00	10.20	66.0	76.0	-	4
MITSUBISHI	MU300 DIAMOND I	JT15D-4	14.10	13.20	71.9	77.2	30	12
MITSUBISHI	MU300-10 DIAMOND II	JT15D-5	15.80	14.20	71.8	83.0	-	15
MOONEY	M20C	O-360-A1D	2.60	2.60	65.0	62.0	-	11
MOONEY	M20J	I0-360-A1B6D	2.70	2.70	58.0	62.0	-	4

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
MOONEY	M20M	TIO-540-AF1A	3.20	3.20	63.9	63.3	-	11,21
MOONEY	M20M	TIO-540-AF1A	3.37	3.37	64.8	63.3	-	11,21
MORANE-SAULNIER	MS 760B (PARIS II)	MARBORE VI C2	8.65	6.96	80.9	91.5	55	19
NIHON	YS-11A-200	DART MK 542	54.00	52.90	81.0	90.0	-	5
PIPER	601P	IO-540-S1A5	6.00	6.00	70.0	73.0	-	11
PIPER	CHEYENNE 400LS	TPE-331-14	12.05	11.10	57.0	78.5	-	11
PIPER	PA-18-150	O-320-A2B	1.80	1.80	53.0	61.0	-	11
PIPER	PA-23-250	IO-540-C4B5	5.20	4.94	68.0	73.0	-	11
PIPER	PA-24-260	IO-540-B1A5	3.20	3.20	65.0	63.0	-	11
PIPER	PA-28-140	O-320-E3D	2.20	2.20	60.0	61.0	-	11
PIPER	PA-28-151	O-320-E3D	2.20	2.20	60.0	61.0	-	11
PIPER	PA-28-161	O-320-D3G	2.40	2.40	59.0	61.0	-	11
PIPER	PA-28-181	O-360-A4M	2.55	2.50	60.0	62.0	-	11
PIPER	PA-28-200	IO-360-C1C	2.70	2.70	63.0	61.0	-	
PIPER	PA-28-235	O-540-B4B5	3.00	3.00	72.0	63.0	-	11
PIPER	PA-28-236	O-540-J3A5D	3.00	3.00	68.0	63.0	-	11
PIPER	PA-28RT-201(2BLD)	IO-360-C1C6	2.80	2.80	67.0	62.0	-	11
PIPER	PA-28RT-201T(3BLD)	TSIO-360-FB	2.90	2.90	67.0	62.0	-	11
PIPER	PA-30 TWIN COMANCHE	IO-320-B	3.60	3.60	56.0	70.6	-	11
PIPER	PA-31-310	TIO-540-A2C	6.50	6.50	69.0	73.0	-	11
PIPER	PA-31-325	TIO-540-F2BD	6.50	6.50	70.0	74.0	-	11
PIPER	PA-31-350	TIO-540-J2BD	7.00	7.00	71.0	74.0	-	11
PIPER	PA-31T	PT6A-28	9.00	9.00	62.0	74.0	-	4
PIPER	PA-32-300	IO-540-K1G5D	3.40	3.40	71.0	64.0	-	
PIPER	PA-32R-300	IO-540-K1G5D	3.60	3.60	71.0	64.0	-	11
PIPER	PA-32R-301	IO-540-K1G5D	3.60	3.60	70.0	64.0	-	11
PIPER	PA-32R-301T	TIO-540-S1AD	3.60	3.60	69.0	64.0	-	11
PIPER	PA-32RT-300	IO-540-K1A5D	3.60	3.60	71.0	64.0	-	11
PIPER	PA-34-200T	TSIO-360-E	4.80	4.50	64.0	72.0	-	11
PIPER	PA-34-220T	TSIO-360-KB	4.75	4.50	64.0	72.0	-	11
PIPER	PA-38-112	O-235-L2C	1.70	1.70	56.0	60.0	-	11
PIPER	PA-42 CHEYENNE	PT6A-41	10.50	9.40	70.3	77.1	-	10,11
PIPER	PA-44-180	O-360-E1A6D	3.80	3.80	62.0	71.0	-	11
PIPER	PA-44-180T(2BLD)	TO-360-E1A6D	3.90	3.90	62.0	71.0	-	11
PIPER	PA-44-180T(3BLD)	TO-360-E1A6D	3.90	3.90	60.0	71.0	-	11
PIPER	PA-46-31P MALIBU	TSIO-520-BE	4.10	4.10	70.0	63.9	-	11
PIPER	PA-60-600	IO-540-K1J5	5.50	5.50	66.0	73.0	-	11
PIPER	PA-602P	IO-540-AA1A5	6.00	6.00	66.0	73.0	-	11
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	21.20	19.55	70.4	83.3	25*	8,15
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	21.20	19.55	70.4	85.8	45	8,15
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	21.70	19.55	71.2	83.3	25*	8,15
RAYTHEON	HAWKER 125- 1A	TFE731-3-1H	21.70	19.55	71.2	85.8	45	8,15
RAYTHEON	HAWKER 125- 1A	VIPER-522	21.20	19.60	83.1	98.5	50	8,15
RAYTHEON	HAWKER 125- 3A	TFE731-3-1H	21.70	20.00	71.2	83.5	25*	8,15
RAYTHEON	HAWKER 125- 3A	TFE731-3-1H	21.70	20.00	71.2	86.0	45	8,15

**ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES**

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO DBA	APP DBA	APP FLAPS	NOTES
RAYTHEON	HAWKER 125-3A/R	VIPER-522	22.70	20.00	84.8	98.7	50	8,15
RAYTHEON	HAWKER 125-3A/RA	TFE731-3-1H	23.60	20.00	72.4	83.0	25*	8,15
RAYTHEON	HAWKER 125-3A/RA	TFE731-3-1H	23.60	20.00	72.4	85.5	45	8,15
RAYTHEON	HAWKER 125-3A/RA	VIPER-522	22.70	20.00	84.8	98.7	45	8,15
RAYTHEON	HAWKER 125-400A	TFE731-3-1H	23.60	20.00	72.4	83.0	25*	8,15
RAYTHEON	HAWKER 125-400A	TFE731-3-1H	23.60	20.00	72.4	85.5	45	8,15
RAYTHEON	HAWKER 125-400A	VIPER-522	23.60	20.00	85.3	98.7	45	8,15
RAYTHEON	HAWKER 125-600A	TFE731-3-1H	25.50	22.00	75.8	83.6	25*	8,15
RAYTHEON	HAWKER 125-600A	TFE731-3-1H	25.50	22.00	75.8	86.1	45	8,15
RAYTHEON	HAWKER 125-600A	VIPER 601-22	25.50	22.00	81.9	96.0	45	8,15,16
RAYTHEON	HAWKER 125-700A	TFE731-3-1H	24.20	22.00	75.4	83.6	25*	8,15,26
RAYTHEON	HAWKER 125-700A	TFE731-3-1H	24.20	22.00	75.4	86.1	45	8,15,26
RAYTHEON	HAWKER 125-700A	TFE731-3-1H	25.50	22.00	75.8	83.6	25*	8,15,26
RAYTHEON	HAWKER 125-700A	TFE731-3R-1H	25.50	22.00	76.1	83.5	25*	8,15,20,26
RAYTHEON	HAWKER 125-700A	TFE731-3R-1H	25.50	22.00	76.1	86.0	45	8,15,20,26
RAYTHEON	HAWKER 125-800A	TFE731-5R-1H	27.40	23.35	69.7	82.5	25*	8,15
RAYTHEON	HAWKER 125-800A	TFE731-5R-1H	27.40	23.35	69.7	82.5	25*	8,15,20
RAYTHEON	HAWKER 125-800A	TFE731-5R-1H	27.40	23.35	69.7	85.0	45	8,15
RAYTHEON	HAWKER 125-800A	TFE731-5R-1H	27.40	23.35	69.7	85.0	45	8,15,20
RAYTHEON	HAWKER 125-800XP	TFE731-5BR-1H	28.00	23.35	68.2	82.6	45	8,15
RAYTHEON	HAWKER 125-1000A	PW305	31.00	25.00	71.8	82.2	25*	8,15
RAYTHEON	HAWKER 125-1000A	PW305	31.00	25.00	71.8	82.9	45	8,15
SAAB	2000	AE2100A	49.60	47.40	63.5	78.9	20	8,15
SAAB	SF340A (Dowty props)	GE CT7-5A2	27.27	26.50	62.7	75.8	20	8,15
SAAB	SF340A (Dowty props)	GE CT7-5A2	28.00	27.20	62.9	82.0	20	8,15
SAAB	SF340B (Dowty props)	GE CT7-9B	28.50	28.00	63.4	82.0	20	8,15
SAAB	SF340B (Dowty props)	GE CT7-9B	29.00	28.50	64.1	82.0	20	8,15
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	28.50	28.00	63.5	78.8	20	8,15
SAAB	SF340B (HS14RF-19 props)	GE CT7-9B	29.00	28.50	64.2	78.8	20	8,15
SAAB FAIRCHILD	SF340	GE CT7-5A2	27.30	26.50	65.3	80.0	35	12
SABRELINER CORP.	SABRE 40A	JT12A-8	19.60	17.50	83.4	92.0	-	8,12
SABRELINER CORP.	SABRE 60	JT12A-8	20.10	17.50	84.7	92.0	24	8,12
SABRELINER CORP.	SABRE 60A	JT12A-8	22.70	20.60	83.8	95.4	-	8,12
SABRELINER CORP.	SABRE 65	TFE731-3R-1D	24.00	21.80	70.8	81.7	-	8,12
SABRELINER CORP.	SABRE 70	JT12A-8	21.00	18.50	87.9	93.8	-	8,12
SABRELINER CORP.	SABRE 75A	CF700-2D-2	23.00	22.00	77.7	90.3	25	4
SABRELINER CORP.	SABRE 80	CF700-2D-2	23.30	22.00	79.6	90.3	25	12
SABRELINER CORP.	SABRE 80A	CF700-2D-2	25.50	22.00	80.5	91.0	-	12
SHORTS	3-30	PT6A-45A	22.40	22.10	71.2	81.8	-	8,15
SHORTS	3-60	PT6A-65R	26.40	26.10	67.9	80.1	30	8,15
SHORTS	SD3-60-300	PT6A-67R	27.10	26.50	68.3	84.0	30	13
SHORTS	SKYVAN	TPE-331-201	12.50	12.50	71.6	77.3	46	

Reference Notes

- * Less than maximum flap setting.
- 1. Engines equipped with P-36 acoustical treatment.
- 2. Quiet nacelles and double wall fan duct treatment.
- 3. Double wall fan duct treatment.
- 4. Retain from AC 36-3A.
- 5. Estimated using non-certification measurement data.
- 6. Nacelle with fixed lip inlet.
- 7. Increased takeoff thrust rating.
- 8. Thrust cutback used.
- 9. ICAO Annex 16 certification data source.
- 10. DOT/FAA noise measurements.
- 11. Propeller noise estimation model.
- 12. Certification spectra analyzed to obtain dBA.
- 13. Estimated using certification data from aircraft with similar engines.
- 14. Estimated using the Integrated Noise Model (INM).
- 15. Based on manufacturer's data.
- 16. Equipped with hushkit.
- 17. Equipped with Learavia engine suppressor nozzle and ECR 936.
- 18. Equipped with Learavia engine suppressor nozzle.
- 19. DGAC noise measurements.
- 20. Equipped with thrust reversers.
- 21. Estimated using 14 CFR part 36, Appendix G certification data.
- 22. Airbrake open on approach.
- 23. Equipped with Noise Reduction Inlet.
- 24. Fed Ex lightweight hushkit
- 25. Fed Ex heavyweight hushkit
- 26. Data for TFE-731-3R-1H also applies to TFE-731-3-1H
- 27. Equipped with modification M3530
- 28. Equipped with Boeing inlet.
- 29. Equipped with Burbank Aeronautical Corporation inlet.
- 30. AvAero lightweight hushkit
- 31. AvAero heavyweight hushkit
- 32. AvAero heavyweight hushkit with lightweight hushkit nozzle
- 33. Equipped with STAR3 STC ST00258SE
- 34. Equipped with STAR3 STC ST00259SE
- 35. Engines equipped with 48 fan outlet guide vanes
- 36. Engines equipped with 70 fan outlet guide vanes

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